

# NACOmatic

Effective: 21-Oct-2010

Expires: 18-Nov-2010



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LA Min	Alt#4	-	5	TVR	-	316
LA Min	Rdr#4	-	9	UXL	-	311
LA Min	TO#4	-	17			
	OM8	-	168			
	OR3	-	29			
	OR5	-	327			
	1L0	-	279			
	2R6	-	85			
	3F3	-	173			
	3F4	-	322			
	3R4	-	176			
	3R7	-	139			
	4R7	-	100			
	5F4	-	125			
	5R8	-	90			
	ACP	-	259			
	AEX	-	34			
	ARA	-	205			
	ASD	-	304			
	BAD	-	71			
	BQP	-	49			
	BTR	-	54			
	BXA	-	66			
	CWF	-	152			
	DRI	-	95			
	DTN	-	289			
	ESF	-	44			
	F24	-	183			
	F88	-	142			
	GAO	-	110			
	HDC	-	118			
	HUM	-	129			
	HZR	-	253			
	IER	-	200			
	L38	-	114			
	L39	-	170			
	L83	-	320			
	LCH	-	158			
	LFT	-	144			
	M79	-	274			
	MKV	-	179			
	MLU	-	189			
	MSY	-	212			
	NBG	-	233			
	NEW	-	242			
	OPL	-	263			
	POE	-	105			
	PTN	-	268			
	RSN	-	283			
	SHV	-	294			
	SPH	-	309			

LA Mins - Alternates #4	-	5	VIVIAN .....	3F4	-	322
LA Mins - Radar #4	-	9	WINNFIELD .....	0R5	-	327
LA Mins - Take-Off #4	-	17				
ABBEVILLE .....	0R3	-				
ALEXANDRIA .....	AEX	-				
ALEXANDRIA .....	ESF	-				
BASTROP .....	BQP	-				
BATON ROUGE .....	BTR	-				
BOGALUSA .....	BXA	-				
BOSSIER CITY .....	BAD	-				
BUNKIE .....	2R6	-				
DE QUINCY .....	5R8	-				
DE RIDDER .....	DRI	-				
EUNICE .....	4R7	-				
FORT POLK .....	POE	-				
GALLIANO .....	GAO	-				
GONZALES .....	L38	-				
HAMMOND .....	HDC	-				
HOMER .....	5F4	-				
HOUMA .....	HUM	-				
JENNINGS .....	3R7	-				
JONESBORO .....	F88	-				
LAFAYETTE .....	LFT	-				
LAKE CHARLES .....	CWF	-				
LAKE CHARLES .....	LCH	-				
LAKE PROVIDENCE ...	0M8	-				
LEESVILLE .....	L39	-				
MANSFIELD .....	3F3	-				
MANY .....	3R4	-				
MARKSVILLE .....	MKV	-				
MINDEN .....	F24	-				
MONROE .....	MLU	-				
NATCHITOCHES .....	IER	-				
NEW IBERIA .....	ARA	-				
NEW ORLEANS .....	MSY	-				
NEW ORLEANS .....	NBG	-				
NEW ORLEANS .....	NEW	-				
NEW ROADS .....	HZR	-				
OAKDALE .....	ACP	-				
OPELOUSAS .....	OPL	-				
PATTERSON .....	PTN	-				
RAYVILLE .....	M79	-				
RESERVE .....	1L0	-				
RUSTON .....	RSN	-				
SHREVEPORT .....	DTN	-				
SHREVEPORT .....	SHV	-				
SLIDELL .....	ASD	-				
SPRINGHILL .....	SPH	-				
SULPHUR .....	UXL	-				
TALLULAH-VICKSBURG	TVR	-				
THIBODAUX .....	L83	-				

INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS  
**ALEXANDRIA, LA**

ESLER RGNL ..... RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27  
NA when local weather not available.

**BASTROP, LA**

MOREHOUSE  
MEMORIAL ..... RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34  
NA when local weather not available.

**BATON ROUGE, LA**

BATON ROUGE METROPOLITAN:  
RYAN FIELD ..... ILS or LOC Rwy 13<sup>12</sup>  
ILS or LOC Rwy 22R<sup>124</sup>  
NDB Rwy 31<sup>23</sup>  
RADAR-1<sup>2</sup>  
RNAV (GPS) Rwy 4L<sup>4</sup>  
RNAV (GPS) Rwy 13<sup>4</sup>  
RNAV (GPS) Rwy 22R<sup>4</sup>  
RNAV (GPS) Rwy 31<sup>4</sup>  
VOR Rwy 4L<sup>3</sup>

<sup>1</sup>ILS, Category D, 700-2.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>Categories A,B, 900-2; Category C, 900-2½;

Category D, 900-2¾.

<sup>4</sup>NA when local weather not available.

**BAY ST LOUIS, MS**

STENNIS INTL ..... ILS or LOC Rwy 18  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
VOR-A  
NA when local weather not available.

**BOGALUSA, LA**

GEORGE R CARR MEMORIAL  
AIR FIELD ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**COLUMBUS-WEST POINT-STARKVILLE, MS**

GOLDEN TRIANGLE  
RGNL ..... ILS or LOC Rwy 18<sup>1</sup>  
LOC Rwy 36<sup>2</sup>  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
NA when local weather not available.  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.

**CORINTH, MS**

ROSCOE TURNER ..... ILS or LOC Rwy 18  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
NA when local weather not available.

**DE RIDDER, LA**

BEAUREGARD RGNL ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
NA when local weather not available.

**GALLIANO, LA**

SOUTH LAFOURCHE LEONARD  
MILLER JR ..... LOC/DME Rwy 36  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
NA when local weather not available.

**GREENVILLE, MS**

MID DELTA RGNL ..... ILS or LOC Rwy 18L<sup>1</sup>  
NDB Rwy 36L<sup>1</sup>  
NDB Rwy 36R<sup>1</sup>  
RNAV (GPS) Rwy 18L<sup>2</sup>  
RNAV (GPS) Rwy 18R<sup>2</sup>  
RNAV (GPS) Rwy 36L<sup>2</sup>  
RNAV (GPS) Rwy 36R<sup>2</sup>  
VOR/DME Rwy 18L<sup>2</sup>  
VOR/DME Rwy 18R<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

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# ALTERNATE MINS

M2



NAME ALTERNATE MINIMUMS  
**GREENWOOD, MS**  
 GREENWOOD-LEFLORE . ILS or LOC Rwy 18<sup>1</sup>  
 VOR Rwy 5<sup>2</sup>

<sup>1</sup>ILS, Categories C,D, 700-2.

<sup>2</sup>Category D, 800-2¼.

## GULFPORT, MS

GULFPORT-BILOXI

INTL ..... ILS or LOC Rwy 14<sup>12</sup>  
 ILS or LOC/DME Rwy 32<sup>12</sup>  
 RADAR-1<sup>24</sup>  
 RNAV (GPS) Rwy 14<sup>3</sup>  
 RNAV (GPS) Rwy 18<sup>3</sup>  
 RNAV (GPS) Rwy 32<sup>3</sup>  
 RNAV (GPS) Rwy 36<sup>3</sup>  
 VOR/DME or TACAN Rwy 14<sup>4</sup>  
 VOR/DME or TACAN Rwy 32<sup>4</sup>

<sup>1</sup>ILS, Categories B,C,D, 700-2; Category E, 800-2¼. LOC, Category E, 800-2¼.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category E, 800-2¼.

## HAMMOND, LA

HAMMOND NORTHSORE

RGNL ..... RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 31  
 RNAV (GPS) Rwy 36

NA when local weather not available.

## HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN

MUNI ..... RNAV (GPS) Y Rwy 13  
 RNAV (GPS) Z Rwy 13  
 VOR Rwy 13<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 1900-2; Categories C, D, 1900-3.

## HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL

RGNL ..... ILS or LOC Rwy 18  
 RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**HOUMA, LA**  
 HOUMA-  
 TERREBONNE ..... Copter VOR/DME 12<sup>1</sup>  
 ILS or LOC Rwy 18<sup>123</sup>  
 RNAV (GPS) Rwy 12<sup>14</sup>  
 RNAV (GPS) Rwy 18<sup>1</sup>  
 RNAV (GPS) Rwy 30<sup>1</sup>  
 RNAV (GPS) Rwy 36<sup>1</sup>  
 VOR/DME Rwy 30<sup>1</sup>  
 VOR Rwy 12<sup>124</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>ILS, Category D, 700-2.

<sup>4</sup>Category D, 800-2¼.

## JACKSON, MS

HAWKINS FIELD ..... ILS or LOC Rwy 16<sup>1</sup>  
 RNAV (GPS) Rwy 16  
 RNAV (GPS) Rwy 34

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

## JACKSON-EVERS

INTL ..... ILS or LOC Rwy 34L<sup>12</sup>  
 RADAR-1<sup>1</sup>  
 RNAV (GPS) Rwy 16L<sup>3</sup>  
 RNAV (GPS) Rwy 16R<sup>3</sup>  
 RNAV (GPS) Rwy 34L<sup>3</sup>  
 RNAV (GPS) Rwy 34R<sup>3</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.

<sup>3</sup>NA when local weather not available.

## LAFAYETTE, LA

LAFAYETTE

RGNL ..... ILS or LOC/DME Rwy 4R<sup>13</sup>  
 ILS or LOC Rwy 22L<sup>23</sup>  
 RNAV (GPS) Rwy 4R<sup>1</sup>  
 RNAV (GPS) Rwy 22L<sup>1</sup>  
 RNAV (GPS) Rwy 29<sup>1</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>ILS, Category D, 700-2.

## LAKE CHARLES, LA

CHENNAULT INTL ..... ILS or LOC Rwy 15<sup>12</sup>  
 RNAV (GPS) Rwy 33<sup>3</sup>  
 VOR Rwy 33<sup>12</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category E, 900-3.

<sup>3</sup>NA when local weather not available.

LAKE CHARLES RGNL ..... ILS or LOC Rwy 15  
 LOC BC Rwy 33

NA when control tower closed.

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# ALTERNATE MINS

M3



**NAME** ALTERNATE MINIMUMS  
**MC COMB, MS**  
 MC COMB/PIKE COUNTY/  
 JOHN E LEWIS FIELD ..... ILS or LOC Rwy 15  
    RNAV (GPS) Rwy 15  
    RNAV (GPS) Rwy 33  
    VOR/DME-A  
 NA when local weather not available.

**MERIDIAN, MS**  
 KEY FIELD ..... ILS or LOC Rwy 1<sup>123</sup>  
    ILS or LOC Rwy 19<sup>23</sup>  
    RNAV (GPS) Rwy 1<sup>34</sup>  
    RNAV (GPS) Rwy 4<sup>34</sup>  
    RNAV (GPS) Rwy 19<sup>34</sup>  
    RNAV (GPS) Rwy 22<sup>34</sup>  
    VOR-A<sup>34</sup>  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>ILS, Category D, 700-2; Category E, 900-3.  
 LOC, Category E, 900-3.  
<sup>3</sup>NA when local weather not available.  
<sup>4</sup>Category E, 900-3.

**MONROE, LA**  
 MONROE RGNL ..... ILS or LOC Rwy 4  
    ILS or LOC Rwy 22  
 NA when control tower closed.

**NATCHEZ, MS**  
 HARDY-ANDERS FIELD NATCHEZ-ADAMS  
 COUNTY ..... RNAV (GPS) Rwy 13  
    RNAV (GPS) Rwy 18  
    RNAV (GPS) Rwy 31  
    RNAV (GPS) Rwy 36  
    VOR/DME Rwy 13  
 NA when local weather not available.

**NEW IBERIA, LA**  
 ACADIANA RGNL ..... ILS Rwy 34<sup>1</sup>  
    RNAV (GPS) Rwy 16<sup>2</sup>  
    RNAV (GPS) Rwy 34<sup>2</sup>  
    VOR or TACAN Rwy 16<sup>13</sup>  
    VOR/DME Rwy 34<sup>1</sup>  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>Category E, 900-3.

**NEW ORLEANS, LA**  
 LAKEFRONT ..... ILS or LOC Rwy 18R<sup>1</sup>  
    RNAV (GPS) Rwy 18R  
    RNAV (GPS) Rwy 36L  
    VOR/DME Rwy 36L  
 NA when local weather not available.  
<sup>1</sup>Category D, 700-2.  
 LOUIS ARMSTRONG  
 NEW ORLEANS INTL ..... LOC Rwy 19  
 Category D, 800-2¼.

**NAME** ALTERNATE MINIMUMS  
**OAKDALE, LA**  
 ALLEN PARISH ..... RNAV (GPS) Rwy 18  
    RNAV (GPS) Rwy 36  
 NA when local weather not available.

**OLIVE BRANCH, MS**  
 OLIVE BRANCH ..... ILS or LOC Rwy 18<sup>12</sup>  
    RNAV (GPS) Rwy 18  
 NA when local weather not available.  
<sup>1</sup>ILS, Categories, A,B,C,D, 700-2.  
<sup>2</sup>NA when control tower closed.

**PASCAGOULA, MS**  
 TRENT LOTT INTL ..... ILS or LOC Rwy 17<sup>12</sup>  
    RNAV (GPS) Rwy 17<sup>2</sup>  
    RNAV (GPS) Rwy 35<sup>2</sup>  
    VOR-A<sup>23</sup>  
<sup>1</sup>ILS, 700-2.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>Category D, 800-2¼.

**PATTERSON, LA**  
 HARRY P. WILLIAMS  
 MEMORIAL ..... VOR/DME-A  
 Categories A, B, 1200-2; Category C, 1200-3.

**PHILADELPHIA, MS**  
 PHILADELPHIA MUNI ..... RNAV (GPS) Rwy 18  
    RNAV (GPS) Rwy 36  
 NA when local weather not available.

**PICAYUNE, MS**  
 PICAYUNE MUNI ..... RNAV (GPS) Rwy 18  
    RNAV (GPS) Rwy 36  
 NA when local weather not available.

**RAYMOND, MS**  
 JOHN BELL WILLIAMS ... RNAV (GPS) Rwy 12  
    RNAV (GPS) Rwy 30  
 NA when local weather not available.  
 Category D, 900-2¼.

**SHREVEPORT, LA**  
 SHREVEPORT  
 DOWNTOWN ..... RNAV (GPS) Rwy 14  
    VOR Rwy 14  
 NA when local weather not available.  
 Category C, 800-2¼; Category D, 800-2½.

SHREVEPORT  
 RGNL ..... ILS or LOC Rwy 14<sup>1</sup>  
    LOC Rwy 5<sup>1</sup>  
    RADAR-1<sup>1</sup>  
    RNAV (GPS) Rwy 23<sup>2</sup>  
<sup>1</sup>Category E, 900-3.  
<sup>2</sup>Category D, 800-2¼.

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# ALTERNATE MINS

SC-4





NAME ALTERNATE MINIMUMS

**SULPHUR, LA**

SOUTHLAND FIELD ..... LOC Rwy 15  
 RNAV (GPS) Rwy 15  
 RNAV (GPS) Rwy 33  
 VOR/DME-A

NA when local weather not available.

**TALLULAH, LA**

VICKSBURG TALLULAH RGNL .... LOC Rwy 36  
 RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36

NA when local weather not available.

**TUNICA, MS**

TUNICA MUNI ..... ILS or LOC Rwy 35  
 RNAV (GPS) Rwy 17  
 RNAV (GPS) Rwy 35

NA when local weather not available.

**TUPELO, MS**

TUPELO RGNL ..... ILS or LOC Rwy 36  
 RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36

NA when local weather not available.

## RADAR INSTRUMENT APPROACH MINIMUMS

**BARKSDALE AFB (KBAD)**, LA (Bossier City) (Amdt 1, 10042 USAF) ELEV 166  
 RADAR<sup>1</sup> - (E) 118.6 119.9 125.1 350.2 335.55

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR <sup>2</sup>	15		AB	660/24	494	(500-½)
			C	660/40	494	(500-¾)
			D	660/50	494	(500-1)
			E	660/60	494	(500-1¼)
	33		AB	660/24	497	(500-½)
			C	660/40	497	(500-¾)
			D	660/50	497	(500-1)
			E	660/60	497	(500-1¼)
CIR <sup>3</sup>	All Rwy		ABC	NOT AUTHORIZED		
			D	720-2	554	(600-2)
			E	780-2¼	614	(700-2¼)

<sup>1</sup>Opr 1200-0500Z++. <sup>2</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. <sup>3</sup>Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

**BATON ROUGE, LA**

Amdt. 10C, JUN 5, 2008 (FAA)

ELEV 70

BATON ROUGE METROPOLITAN: RYAN FIELD

RADAR - 120.3 278.3 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	31		ABCD	440-1¼	371	(400-1¼)				
	13		ABC	560-¾	492	(500-¾)	D	560-1	492	(500-1)
	22R		ABC	620/50	550	(600-1)	D	620/60	550	(600-1¼)
	4L		AB	620-1¼	551	(600-1¼)	C	620-1½	551	(600-1½)
			D	620-1¼	551	(600-1¼)				
CIRCLING			AB	620-1¼	550	(600-1¼)	C	660-1½	590	(600-1½)
			D	680-2	610	(700-2)				

When control tower closed ASR NA.

S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.

S-31: Inoperative table does not apply.

When VGSI inoperative, circling to Rwy 4L NA at night.

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR INSTRUMENT APPROACH MINIMUMS

## DE RIDDER, LA

Orig-A, April 8, 2010 (FAA)

ELEV 202

BEAUREGARD RGNL

RADAR - 123.7 254.8 ▽ ▲ NA

			HAT/ HAA/ HAA CEIL-VIS					HAT/ HAA/ HAA CEIL-VIS	
ASR	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS		CAT	DA/ MDA-VIS		CAT
	36		A	<b>760</b> -1	563 (600-1)		B	<b>760</b> -1½	563 (600-1½)
			C	<b>760</b> -1½	563 (600-1½)		D	<b>760</b> -2	563 (600-2)
	18		A	<b>720</b> -1	518 (600-1)		B	<b>720</b> -1½	518 (600-1½)
			C	<b>720</b> -1½	518 (600-1½)		D	<b>720</b> -2	518 (600-2)
CIRCLING			A	<b>760</b> -1	558 (600-1)		B	<b>760</b> -1½	558 (600-1½)
			C	<b>760</b> -1½	558 (600-1½)		D	<b>780</b> -2	578 (600-2)

When local altimeter not received, use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

## GULFPORT, MS

AMDT. 6A, MAR 12, 2009 (FAA)

ELEV 28

GULFPORT-BILOXI INTL

RADAR- 124.6 254.25 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS		CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	32		ABC	<b>440</b> /40	412 (500-¾)		DE	<b>440</b> /50	412 (500-1)
			AB	<b>440</b> /24	413 (500-½)		C	<b>440</b> /40	413 (500-¾)
			DE	<b>440</b> /50	413 (500-1)				
CIRCLING			A	<b>500</b> -1	472 (500-1)		B	<b>660</b> -1	632 (700-1)
			C	<b>660</b> -1¾	632 (700-1¾)		D	<b>660</b> -2	632 (700-2)
			E	<b>820</b> -2¾	792 (800-2¾)				

Procedure not authorized when control tower closed.

For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.

For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.

## RADAR INSTRUMENT APPROACH MINIMUMS

## JACKSON, MS

Amdt. 11B, MAY 11, 2006 (FAA)

ELEV 346

JACKSON-EVERS INTL

RADAR- 123.9 317.7 ▽ ▲

		RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	16R		AB	<b>740</b> -1	421 (500-1)	CD	<b>740</b> -1¼	421 (500-1¼)	
			E	<b>740</b> -1½	421 (500-1½)				
			DE	<b>740</b> /50	429 (500-1)				
	16L		AB	<b>740</b> /24	429 (500-½)	C	<b>740</b> /40	429 (500-¾)	
			D	<b>800</b> /24	472 (500-½)				
			DE	<b>740</b> /50	472 (500-1)				
	34L		AB	<b>800</b> /24	472 (500-½)	C	<b>800</b> /40	472 (500-¾)	
			D	<b>800</b> /50	472 (500-1)				
			E	<b>800</b> /60	472 (500-1¼)				
	34R		AB	<b>820</b> /50	474 (500-1)	C	<b>820</b> /60	474 (500-1¼)	
D			<b>820</b> -1½	474 (500-1½)					
E			<b>820</b> -1¼	474 (500-1¾)					
CIRCLING			A	<b>840</b> -1	494 (500-1)	B	<b>880</b> -1	534 (600-1)	
			C	<b>880</b> -1½	534 (600-1½)				
			D	<b>900</b> -2	554 (600-2)				
			E	<b>940</b> -2	594 (600-2)				

Category E S-16L visibility increased ½ mile for inoperative ALSF-2.

Category E S-34L visibility increased ½ mile for inoperative MALSR.

Category E circling not authorized southwest of runway 16R-34L.

When control tower closed procedure NA.

## JOE WILLIAMS NOLF (KNJW), MS (Moscow) (10266 USN)

ELEV 539

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR <sup>1</sup>	32		A	<b>1120</b> -1	581 (600-1)
			B	<b>1120</b> -1¼	581 (600-1¼)
			C	<b>1120</b> -1½	581 (600-1½)
			DE	<b>1120</b> -2	581 (600-2)
CIR <sup>1</sup>	All Rwy		A	<b>1120</b> -1	581 (600-1)
			B	<b>1120</b> -1¼	581 (600-1¼)
			C	<b>1120</b> -1½	581 (600-1½)
			D	<b>1120</b> -2	581 (600-2)
			E	<b>1160</b> -2¼	621 (700-2¼)

<sup>1</sup>Procedure NA at night.

## LAFAYETTE, LA

Amdt. 9, MAR 15, 2007(FAA)

ELEV 43

LAFAYETTE RGNL

RADAR - 121.1 363.0 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	29		ABC	<b>400</b> -1	358 (400-1)	D	<b>400</b> -1¼	358 (400-1¼)
			AB	<b>480</b> -1	440 (500-1)			
			D	<b>480</b> -1½	440 (500-1½)			
	4R		AB	<b>560</b> -1	518 (600-1)	C	<b>560</b> -1½	518 (600-1½)
			D	<b>560</b> -1¼	518 (600-1¼)			
CIRCLING	11		A	<b>560</b> -1	517 (600-1)	B	<b>580</b> -1	537 (600-1)
			C	<b>580</b> -1½	537 (600-1½)			
			D	<b>660</b> -2	617 (700-2)			

When control tower closed, ASR NA.

SC-4

## RADAR INSTRUMENT APPROACH MINIMUMS


## RADAR INSTRUMENT APPROACH MINIMUMS

## LAKE CHARLES, LA

Amdt. 1A, NOV 25, 1999 (FAA)

ELEV 17

## CHENNAULT INTL

RADAR - 119.8 282.3  NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	33		AB	<b>540</b> -1	523 (600-1)	C	<b>540</b> -1½	523 (600-1½)
			DE	<b>540</b> -1¾	523 (600-1¾)			
	15		AB	<b>560</b> -½	544 (600-½)	C	<b>560</b> -1	544 (600-1)
			D	<b>560</b> -1¼	544 (600-1¼)	E	<b>560</b> -1½	544 (600-1½)
CIRCLING			AB	<b>580</b> -1	563 (600-1)	C	<b>580</b> -1½	563 (600-1½)
			D	<b>580</b> -2	563 (600-2)	E	<b>880</b> -3	863 (900-3)

## LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS

ASR	33	AB	<b>540</b> -1	523 (600-1)	C	<b>540</b> -1½	523 (600-1½)
		DE	<b>540</b> -1¾	523 (600-1¾)			
	15	AB	<b>580</b> -½	564 (600-½)	C	<b>580</b> -1	564 (600-1½)
		D	<b>580</b> -1¼	564 (600-1¼)	E	<b>580</b> -1½	564 (600-1½)
CIRCLING		AB	<b>600</b> -1	583 (600-1)	C	<b>600</b> -1½	583 (600-1½)
		D	<b>600</b> -2	583 (600-2)	E	<b>900</b> -3	883 (900-3)

When local altimeter setting not received, use Lake Charles Regional altimeter setting.

Procedure not available when Lake Charles Approach Control closed.


For inoperative MALSR, increase Category E visibilities ½ mile.

## LAKE CHARLES, LA

Amdt. 5A, NOV 24, 2005 (FAA)

ELEV 15

## LAKE CHARLES RGNL

RADAR - 119.35 353.75  NA

			DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS				DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	5	ABC	<b>380</b> -1	366 (400-1)	D	<b>380</b> -1¼	366 (400-1¼)		
	33	ABC	<b>380</b> -¾	368 (400-¾)	D	<b>380</b> -1¼	368 (400-1¼)		
	23	AB	<b>440</b> -1	425 (500-1)	CD	<b>440</b> -1¼	425 (500-1¼)		
	15	AB	<b>440</b> /24	428 (500-½)	C	<b>440</b> /40	428 (500-¾)		
		D	<b>440</b> /50	428 (500-1)					
CIRCLING		A	<b>440</b> -1	425 (500-1)	B	<b>480</b> -1	465 (500-1)		
		C	<b>480</b> -1½	465 (500-1½)	D	<b>580</b> -2	428 (500-2)		

When control tower closed, procedure NA.

## RADAR INSTRUMENT APPROACH MINIMUMS



## RADAR INSTRUMENT APPROACH MINIMUMS

MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (10098 USN)

ELEV 316

RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4 ▽

				DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR <sup>1</sup>	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>			
	19L <sup>2</sup>	3.0°/48/1124	ABCDE	416-¼	100	(100-¼)
	1L <sup>3</sup>	3.0°/35/764	ABCDE	453-½	200	(200-½)
	1R	3.0°/38/874	ABCDE	470-¾	200	(200-¾)
	19R	3.0°/37/881	ABCDE	494-¾	200	(200-¾)
PAR W/O GS <sup>1</sup>	19R		ABCDE	640-1¼	346	(400-1¼)
	1R		ABCDE	660-1¼	390	(400-1¼)
	19L <sup>4</sup>		AB	740-½	424	(500-½)
			CD	740-¾	424	(500-¾)
			E	740-1	424	(500-1)
	1L <sup>5</sup>		AB	760-¾	507	(500-¾)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
ASR	28		ABC	680-1	375	(400-1)
			DE	680-1¼	375	(400-1¼)
	19R		AB	700-1	406	(400-1)
			C	700-1¼	406	(400-1¼)
			DE	700-1½	406	(400-1½)
	1R		AB	700-1	430	(400-1)
			C	700-1¼	430	(400-1¼)
			DE	700-1½	430	(400-1½)
	19L <sup>6</sup>		AB	780-½	464	(500-½)
			C	780-¾	464	(500-¾)
			D	780-1	464	(500-1)
			E	780-1¼	464	(500-1¼)
	1L <sup>7</sup>		AB	760-½	507	(500-½)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
CIR	All Rwy <sup>8</sup>		AB	820-1	504	(600-1)
			C	820-1½	504	(600-1½)
			D	880-2	564	(600-2)
			E	1060-2¾	744	(800-2¾)

<sup>1</sup>No-NOTAM MP sked: PAR 1300-1700Z++Tue, PAR and PAR W/O GS apch not avbl dur this time.<sup>2</sup>When ALS inop, increase vis All CAT to ½ mile. <sup>3</sup>When ALS inop, increase vis All CAT to ¾ mile.<sup>4</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles.<sup>5</sup>When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles.<sup>6</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.<sup>7</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles.<sup>8</sup>When circling from PAR W/O GS Rwy 1L, 1R, 19R, increase vis CAT AB to 1¼ miles.

# RADAR MINS

10266

## RADAR INSTRUMENT APPROACH MINIMUMS

### MONROE, LA

Amdt. 6A, June 12, 2003 (FAA)

ELEV 79

MONROE RGNL

RADAR - 126.9 388.0 ▽

				DA/ HAT/ HATH/				DA/ HAT/ HATH/			
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
ASR	22		ABCD	480-1	402	(500-1)					
	4		ABC	560/40	482	(500-¾)	D	560/50	482	(500-1)	
CIRCLING			AB	580-1¼	501	(600-1¼)	C	620-1½	541	(600-1½)	
			D	640-2	561	(600-2)					

### NEW ORLEANS, LA

Amdt. 17A, JUN 5, 2008 (FAA)

ELEV 4

LOUIS ARMSTRONG NEW ORLEANS INTL

RADAR - 123.85 256.9, 125.5 350.35, 133.15 290.3 ▽

				DA/ HAT/ HATH/				DA/ HAT/ HATH/			
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
ASR	10		ABC	340/24	336	(400-½)	D	340/50	336	(400-1)	
	28		ABC	400/40	397	(400-¾)	D	400/50	397	(400-1)	
	19		ABCD	420/60	420	(500-1¼)					
CIRCLING			AB	520-1¼	516	(600-1¼)	C	520-1½	516	(600-1½)	
			D	580-2	576	(600-2)					

Rwy 10: Inoperative table does not apply to Category D.

Rwy 19: Inoperative table does not apply.

Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

SC-4

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

10266

N6

## RADAR INSTRUMENT APPROACH MINIMUMS

## NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (09239 USN)

RADAR<sup>1 2 13</sup> - (E) 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65 ▽ ELEV 2

				DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	RWY	GS/TCH/RPI	CAT			
	4 <sup>3</sup>	3.0°/51/973	ABCDE	99-¼	100	(100-¼)
	22 <sup>4</sup>	3.0°/43/861	ABCDE	249-¾	250	(300-¾)
PAR W/O	4 <sup>5</sup>		ABC	380-½	381	(400-½)
GS			DE	380-¾	381	(400-¾)
	22 <sup>6</sup>		ABCDE	300-1	301	(400-1)
ASR	4 <sup>7</sup>		AB	420-½	421	(500-½)
			CD	420-¾	421	(500-¾)
			E	420-1	421	(500-1)
	22 <sup>8</sup>		AB	460-¾	461	(500-¾)
			C	460-1	461	(500-1)
			D	460-1¼	461	(500-1¼)
			E	460-1½	461	(500-1½)
	14		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
	32 <sup>9</sup>		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
CIR <sup>10 11 12</sup>	All Rwy		AB	480-1	478	(500-1)
			C	520-1½	518	(600-1½)
			D	560-2	558	(600-2)
			E	640-2¼	638	(700-2¼)

NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thld, 191' left of centerline.

<sup>1</sup>No-NOTAM preventive maint Mon 1300-1800Z++. <sup>2</sup>Outside of afld opr hr, civ acft transiting CL D airspace, etc ATC on 123.8 for clnc. <sup>3</sup>When ALS inop, increase vis CAT ABCDE to ½ mile. <sup>4</sup>When ALS inop, increase vis Cat CDE to 1 mile. <sup>5</sup>When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. <sup>6</sup>When ALS inop, increase vis CAT ABCDE to 1¼ miles. <sup>7</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. <sup>8</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.

<sup>9</sup>Procedure not authorized at night. <sup>10</sup>CAT E circling not authorized NW of Rwy 4-22. <sup>11</sup>Night circling not authorized to Rwy 32. <sup>12</sup>When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1¼ miles. <sup>13</sup>GCA closed Tues, Wed, Thu from 1300-1500Z++ and 0100-0300Z++.

RADAR INSTRUMENT APPROACH MINIMUMS

**POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA)**

**ELEV 329**

RADAR - (E) 123.7 261.3 **⚠** NA Opr 1400-0600Z + + exc hol.

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	15	3.0°/34/741	ABCD	529-¾	200	(200-¾)
	33	3.0°/42/799	AB	579-½	256	(300-½)
			CD	579-¾	256	(300-¾)
ASR	33		AB	660-½	337	(400-½)
			CD	660-¾	337	(400-¾)
	15		AB	780-1	451	(500-1)
			C	780-1¼	451	(500-1¼)
			D	780-1½	451	(500-1½)
CIR	All Rwy		AB	820-1	491	(500-1)
			C	820-1½	491	(500-1½)
			D	880-2	551	(600-2)

**SHREVEPORT, LA**

Amdt. 3A, JUL 31, 2000 (FAA)

**ELEV 258**

**SHREVEPORT RGNL**

RADAR - 119.9 335.55 **⚠**

<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
CIRCLING		AB	800-1	542	(600-1)
		C	800-1½	542	(600-1½)
		D	820-2	562	(600-2)
		E	1100-3	842	(900-3)

INSTRUMENT APPROACH PROCEDURE CHARTS

**IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS  
**ABERDEEN/AMORY, MS**  
MONROE COUNTY

NOTE: **Rwy 18**, pole 460' from departure end of runway, 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from departure end of runway, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from departure end of runway, 83' right of centerline, up to 116' AGL/316' MSL. **Rwy 36**, trees beginning 241' from departure end of runway, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from departure end of runway, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from departure end of runway, 276' right of centerline, 81' AGL/301' MSL.

**ALEXANDRIA, LA**  
ALEXANDRIA INTL

NOTE: **Rwy 18**, multiple trees and bush beginning 897' from departure end of runway, 210' right of centerline, up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from departure end of runway, 326' left of centerline, up to 80' AGL/167' MSL. **Rwy 32**, multiple trees beginning 1537' from departure end of runway, 662' right of centerline, up to 80' AGL/162' MSL. **Rwy 36**, multiple trees beginning 1298' from departure end of runway, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from departure end of runway, 155' right of centerline, up to 90' AGL/169' MSL. Antenna, 5041' from departure end of runway, 793' left of centerline, 140' AGL/216' MSL.

NAME TAKE-OFF MINIMUMS  
**ALEXANDRIA, LA (CON'T)**  
ESLER RGNL (ESF)  
AMD 2 10098 (FAA)

NOTE: **Rwy 9**, multiple trees beginning 697' from DER, 612' right of centerline, up to 83' AGL/153' MSL. Antenna 2236' from DER, 912' left of centerline, 78' AGL/158' MSL. **Rwy 14**, trees 928' from DER, 606' left of centerline, 90' AGL/160' MSL. Trees 2003' from DER, 141' left of centerline, 98' AGL/168' MSL. Multiple trees beginning 941' from DER, 257' right of centerline, up to 121' AGL/231' MSL. **Rwy 27**, light 38' from DER, 148' right of centerline, 8' AGL/98' MSL. Pole 650' from DER, 649' right of centerline, 39' AGL/129' MSL. Trees 3290' from DER, 984' right of centerline, 121' AGL/211' MSL. **Rwy 32**, rising terrain from 197' from DER through 1886' from DER, up to 0' AGL/165' MSL. Multiple trees and fence beginning 1959' from DER, 8' left of centerline, up to 123' AGL/236' MSL. Antenna 148' from DER, 417' left of centerline, 15' AGL/125' MSL. Trees 1862' from DER, 200' right of centerline, 79' AGL/219' MSL.

**BASTROP, LA**  
MOREHOUSE MEMORIAL

NOTE: **Rwy 34**, powerlines 1700' from departure end of runway, 70' AGL/214' MSL.



## BATESVILLE, MS

### PANOLA COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1½ or std. w/ min. climb of 259' per NM to 500. **Rwy 19**, 200-1½ or std. w/ min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 008° to 800 before turning left. **Rwy 19**, climb heading 188° to 1000 before turning right.

NOTE: **Rwy 1**, multiple trees beginning 74' from departure end of runway, 97' left of centerline, up to 100' AGL/439' MSL. Multiple trees beginning 130' from departure end of runway, 52' right of centerline, up to 100' AGL/420' MSL. **Rwy 19**, pole and road with vehicle beginning 49' from departure end of runway, 499' left of centerline, up to 23' AGL/252' MSL. Terrain 17' from departure end of runway, 37' left of centerline, 263' MSL. Multiple trees beginning 452' from departure end of runway, 106' left of centerline, up to 100' AGL/409' MSL. Terrain 59' from departure end of runway, 210' right of centerline, 224' MSL. Multiple trees beginning 1236' from departure end of runway, 39' right of centerline, up to 100' AGL/399' MSL.

## BATON ROUGE, LA

### BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

#### AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22R**, 300-2¼ or std. w/ min. climb of 229' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 22L**, climb heading 220° to 2000 before proceeding on course. **Rwy 22R**, climb heading 220° to 2000 before proceeding on course.

NOTE: **Rwy 4L**, vehicles on roadway 210' from DER, 482' right of centerline, 15' AGL/79' MSL. Poles 631' from DER, 469' left of centerline, 23' AGL/92' MSL. Trees beginning 1180' from DER, 153' left of centerline, up to 75' AGL/144' MSL. Trees beginning 1380' from DER, 7' right of centerline, up to 79' AGL/148' MSL. Transmission tower 2516' from DER, 897' left of centerline, 80' AGL/149' MSL. **Rwy 4R**, vehicles on roadway 5' from DER, 392' right of centerline, up to 15' AGL/84' MSL. Trees beginning 207' from DER, 128' right of centerline, up to 85' AGL/153' MSL. **Rwy 13**, pole 300' from DER, 549' left of centerline, 22' AGL/91' MSL. Vehicles on roadway 342' from DER, left and right of centerline, up to 15' AGL/84' MSL. Antenna on building 479' from DER, 247' right of centerline, 22' AGL/91' MSL. Sign 968' from DER, 741' right of centerline, 31' AGL/100' MSL. Trees beginning 1395' from DER, 114' left of centerline, up to 97' AGL/166' MSL. Trees beginning 1807' from DER, 203' right of centerline, up to 95' AGL/164' MSL. **Rwy 22L**, trees beginning 2140' from DER, 52' left of centerline, up to 90' AGL/156' MSL. Tree 2371' from DER, 60' right of centerline, 69' AGL/135' MSL. Sign 3507' from DER, 284' left of centerline, 77' AGL/163' MSL. **Rwy 22R**, poles beginning 431' from DER, 81' right of centerline, up to 55' AGL/120' MSL. Building 503' from DER, 481' right of centerline, 14' AGL/79' MSL. Poles beginning 1063' from DER, 77' left of centerline, up to 93' AGL/158' MSL. Trees beginning 1210' from DER, 352' left of centerline, up to 103' AGL/168' MSL. Trees beginning 444' from DER, 108' right of centerline, up to 89' AGL/154' MSL. Stacks beginning 9852' from DER, 2390' left of centerline, up to 311' AGL/366' MSL. **Rwy 31**, fence 191' from DER, 468' right of centerline, 7' AGL/73' MSL. Trees beginning 814' from DER, 120' right of centerline, up to 37' AGL/103' MSL. Trees beginning 1076' from DER, 310' left of centerline, up to 70' AGL/136' MSL. Poles 1353' from DER, 287' right of centerline, up to 57' AGL/123' MSL. Tank 1862' from DER, 868' right of centerline, 53' AGL/119' MSL. Poles beginning 2507' from DER, 274' left of centerline, up to 76' AGL/142' MSL.

NOTE: CAUTION. Unmarked balloon and cable to 15000 in R-3807. **Rwy 4L**, 209°/51.4 NM. **Rwy 4R**, 209°/51.2 NM. **Rwy 13**, 209°/50.7 NM. **Rwy 22L**, 209°/50.6 NM. **Rwy 22R**, 209°/50.3 NM. **Rwy 31**, 208°/50.9 NM.

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## BOGALUSA, LA

GEORGE R. CARR MEMORIAL AIR FIELD  
(BXA)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. with a min. climb of 255' per NM to 800.

NOTE: **Rwy 18**, numerous trees beginning 1463' from DER, 332' left of centerline up to 100' AGL/203' MSL. Numerous trees beginning 1272' from DER 360' right of centerline up to 100' AGL/200' MSL. Water tower 2734' from DER, 1046' left of centerline, 160' AGL/262' MSL. Smoke stack 9654' from DER, 2140' left of centerline, 250' AGL/357' MSL. **Rwy 36**, trees 486' from DER, 459' left of centerline, up to 100' AGL/217' MSL. Building 12' from DER, 305' right of centerline, 10' AGL/130' MSL.

## BOONEVILLE/BALDWIN, MS

BOONEVILLE/BALDWIN

NOTE: **Rwy 15**, trees 1250' from departure end of runway, 100' right of centerline, 100' AGL/465' MSL. Trees 3847' from departure end of runway, 127' left of centerline, 100' AGL/519' MSL. **Rwy 33**, road and vehicle 8' from departure end of runway, 188' right of centerline, 15' AGL/394' MSL.

## BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY

TAKE-OFF MINIMUMS: **Rwy 22**, 500-1.

DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 900 before turning.

## BUNKIE, LA

BUNKIE MUNI (2R6)

ORIG 09127 (FAA)

NOTE: **Rwy 18**, trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL. Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

## CLARKSDALE, MS

FLETCHER FIELD (CKM)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, building 476' from departure end of runway, 495' right of centerline 168' AGL/215' MSL. Vehicle 995' from departure end of runway, 502' left of centerline, 165' AGL/190' MSL. Trees beginning 5619' from departure end of runway, 630' left of centerline, 158' AGL/273' MSL. **Rwy 36**, trees beginning 2258' from departure end of runway, 220' left of centerline, 100' AGL/274' MSL.

## CLEVELAND, MS

CLEVELAND MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600 before turning.

## COLUMBIA, MS

COLUMBIA-MARION COUNTY (0R0)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-obstacles. DEPARTURE PROCEDURE: **Rwy 23**, climb heading 234° to 800 before turning left.

NOTE: **Rwy 5**, trees beginning 175' from departure end of runway, 414' right of centerline, up to 100' AGL/379' MSL. **Rwy 23**, vehicle on road beginning 133' from departure end of runway, 46' right of centerline, 17' AGL/266' MSL. Tree and house beginning 227' from departure end of runway, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from departure end of runway, 273' left of centerline, up to 100' AGL/349' MSL.

## COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 350' per NM to 500. **Rwy 36**, 400-1 or std. with a min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 600 before turning.

## COLUMBUS AFB (KCBM)

COLUMBUS, MS.....10266

**Rwy 13R/31L**: Cross DER at least 35' AGL.

DEPARTURE PROCEDURE: **Rwy 13C**, Standard with minimum climb of 220 ft/NM to 700 ft or 200-1/4 or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1400 ft prior to departure end of runway. **Rwy 31C**, Standard with minimum climb of 240 ft/NM to 600 ft or 200-1/4 or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 2100 ft prior to departure end of runway. **Rwy 13L**, Standard with minimum climb of 220 ft/NM to 700 ft or 200-1/4 or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway. **Rwy 31R**, Standard with minimum climb of 240 ft/NM to 600 ft or 200-1/4 or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 2100 ft prior to departure end of runway.

TAKE-OFF OBSTACLES: **Rwy 13C**, Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 223' right of centerline. **Rwy 13R**, Ramp lights 272' MSL/69' AGL 2795' from DER, 766' right of centerline. **Rwy 31C**, Trees 251' MSL/74' AGL 2340' from DER, 942' right of centerline. Trees 251' MSL/74' AGL 2250' from DER, 770' right of centerline. Pylon 348' MSL/157' AGL 1.2 NM from DER, 1104' right of centerline. Pylon 334' MSL/157' AGL 1.0 NM from DER, 2550' right of centerline. **Rwy 31L**, Taxiing aircraft 205' MSL/14' AGL 556' from DER, 281' right of centerline. Taxiing aircraft 204' MSL/14' AGL 554' from DER, 156' left of centerline. Pylon 348' MSL/157' AGL 1.3 NM from DER, 2617' right of centerline. **Rwy 31R**, Taxiing aircraft 197' MSL/14' AGL 80' from DER 472' left of centerline. Trees 251' MSL/74' AGL 2122' from DER, 1104' right of centerline. Pylon 341' MSL/157' AGL 1.2 NM from DER, 1560' right of centerline. Pylon 341' MSL/157' AGL 1.1 NM from DER, 2197' right of centerline.

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## COLUMBUS/WESTPOINT/STARKVILLE, MS

GOLDEN TRIANGLE RGNL

NOTE: **Rwy 18**, tree 2025' from departure end of runway, 1019' left of centerline, 78' AGL/315' MSL. Tree 108' from departure end of runway, 295' right of centerline, 15' AGL/262' MSL. **Rwy 36**, tree 626' from departure end of runway, 579' right of centerline, 38' AGL/285' MSL. Tree 122' from departure end of runway, 268' left of centerline, 23' AGL/270' MSL. Tree 525' from departure end of runway, 592' right of centerline, 26' AGL/279' MSL.

## CORINTH, MS

ROSCOE TURNER (CRX)

ORIG 08045 (FAA)

NOTE: **Rwy 18**, Vehicle on road 207' from departure end of runway, 481' right of centerline, 15' AGL/446' MSL. Trees 305' from departure end of runway, 451' left of centerline, up to 71' AGL/500' MSL. Trees 633' from departure end of runway, 505' right of centerline, up to 79' AGL/520' MSL. **Rwy 36**, Trees 1099' from departure end of runway, 766' right of centerline, up to 86' AGL/480' MSL. Trees 1645' from departure end of runway, 751' left of centerline, up to 86' AGL/480' MSL.

## DERIDDER, LA

BEAUREGARD RGNL (DRI)

AMDT 4 09127 (FAA)

NOTE: **Rwy 14**, trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL. **Rwy 18**, multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. **Rwy 32**, multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/216' MSL. **Rwy 36**, pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL. Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

## DREW, MS

RULEVILLE-DREW (M37)

ORIG 10070 (FAA)

NOTE: **Rwy 18**, trees beginning 215' from DER, 521' left of centerline, up to 100' AGL/229' MSL. **Rwy 36**, trees beginning 3438' from DER, 225' left of centerline, up to 100' AGL/234' MSL.

## EUNICE, LA

EUNICE

TAKE-OFF MINIMUMS: **Rwy 16**, 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400. **Rwy 34**, 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807. **Rwy 16**, 133°/56.1 NM. **Rwy 34**, 132°/55.4 NM.

## GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER JR

(GAO)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1258' from departure end of runway, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from departure end of runway, 275' right of centerline, up to 45' AGL/53' MSL. **Rwy 36**, tree 14' from departure end of runway, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from departure end of runway, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from departure end of runway, 291' left of centerline, up to 55' AGL/97' MSL.

## GONZALES, LA

LOUISIANA RGNL

TAKE-OFF MINIMUMS: **Rwy 35**, 400-2 or std. with a min. climb of 220' per NM to 400.

## GREENVILLE, MS

MID DELTA RGNL

DEPARTURE PROCEDURE: **Rwys 18L, 18R**, climb runway heading to 800 before turning.

NOTE: **Rwy 27**, 64' AGL tree 812' from departure end of runway, 392' left of centerline. 91' AGL tree, 2027' from departure end of runway, 460' right of centerline.

## GREENWOOD, MS

GREENWOOD-LE FLORE

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1 or std. with a min. climb of 270' per NM to 400.

## GRENADA, MS

GRENADA MUNI

DEPARTURE PROCEDURE: **Rwys 4, 31**, climb to 700 before turning on course. **Rwys 13, 22**, climb to 800 before turning on course.

## GULFPORT, MS

GULFPORT-BILOXI INTL (GPT)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 013° to 700 before proceeding on course.

NOTE: **Rwy 14**, tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL. Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL. **Rwy 18**, trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. **Rwy 32**, trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL. **Rwy 36**, trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.

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**HAMMOND, LA**

HAMMOND NORTHSHORE RGNL (HDC)

AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 312° to 700 before turning left.

NOTE: **Rwy 13**, trees beginning 1260' from DER, 125' left of centerline, up to 119' AGL/163' MSL. Trees beginning 1314' from DER, 186' right of centerline, up to 124' AGL/168' MSL. **Rwy 18**, antenna on building 844' from DER, 239' right of centerline, 22' AGL/66' MSL. Obstruction light on pole 1020' from DER, 141' right of centerline, 23' AGL/67' MSL. Trees beginning 1556' from DER, 430' left of centerline, up to 92' AGL/136' MSL. Trees beginning 1747' from DER, 64' right of centerline, up to 110' AGL/149' MSL. **Rwy 31**, trees beginning 216' from DER, 13' left of centerline, up to 109' AGL/158' MSL. Trees beginning 566' from DER, 386' right of centerline, up to 100' AGL/154' MSL. **Rwy 36**, tree 3072' from DER, 879' left of centerline, 73' AGL/127' MSL. Tree 3585' from DER, 1407' right of centerline, 102' AGL/151' MSL.

**HATTIESBURG, MS**

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 309° to 900 before turning west.

NOTE: **Rwy 13**, numerous trees beginning 1184' from departure end of runway, 26' left of centerline, up to 111' AGL/251' MSL. Multiple trees beginning 2023' from departure end of runway, 49' right of centerline, up to 89' AGL/229'. **Rwy 31**, numerous trees beginning 189' from departure end of runway, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from departure end of runway, 69' right of centerline, up to 84' AGL/234' MSL.

**HATTIESBURG/LAUREL, MS**

HATTIESBURG-LAUREL RGNL

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1000 before turning east.NOTE: **Rwy 36**, 86' AGL tree 2117' from departure end of runway, 911' left of centerline.**HOLLY SPRINGS, MS**

HOLLY SPRINGS-MARSHALL COUNTY

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 800 before turning left.**HOMER, LA**

HOMER MUNI (5F4)

ORIG 08157 (FAA)

NOTE: **Rwy 12**, road and vehicle 69' from departure end of runway, 280' left of centerline, 15' AGL/234' MSL, trees beginning 282' from departure end of runway, 419' right of centerline, up to 100' AGL/349' MSL. **Rwy 30**, trees beginning 443' from departure end of runway, 309' left of centerline, up to 100' AGL/319' MSL, road and vehicle 603' from departure end of runway, 217' right of centerline, 15' AGL/274' MSL, trees beginning 1180' from departure end of runway, 140' right of centerline, up to 100' AGL/359' MSL.

**HOUMA, LA**

HOUMA-TERREBONNE (HUM)

AMDT 5 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb heading 304° to 600 before proceeding on course.

NOTE: **Rwy 12**, trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. **Rwy 18**, trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL. **Rwy 30**, trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. **Rwy 36**, antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

**INDIANOLA, MS**

INDIANOLA MUNI (IDL)

AMDT 1 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1800 before turning East. **Rwy 36**, climb heading 360° to 800 before turning East.

NOTE: **Rwy 18**, trees beginning 383' from DER, 75' left of centerline, up to 81' AGL/201' MSL. Trees beginning 385' from DER, 165' right of centerline, up to 90' AGL/210' MSL. **Rwy 36**, fence 37' from DER, 400' left of centerline, 6' AGL/129' MSL. Trees beginning 898' from DER, 684' right of centerline, up to 100' AGL/224' MSL. Trees beginning 1086' from DER, 576' left of centerline, up to 100' AGL/224' MSL.

**JACKSON, MS**

HAWKINS FIELD (HKS)

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 300-1¼ or std. w/min. climb of 230' per NM to 600. Alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800 prior to DER.

DEPARTURE PROCEDURE: **Rwy 11**, climb heading 115° to 900 before proceeding on course. **Rwy 16**, climb heading 159° to 1400 before turning right. **Rwy 29**, climb heading 295° to 1400 before turning left. **Rwy 34**, climb heading 339° to 900 before proceeding on course.

NOTE: **Rwy 11**, trees beginning 1141' from DER, 33' right of centerline, up to 100' AGL/374' MSL. Trees beginning 460' from DER, 155' left of centerline, up to 100' AGL/406' MSL. Tower 5514' from DER, 1566' left of centerline, 164' AGL/483' MSL. **Rwy 16**, trees beginning 1023' from DER, 373' right of centerline, up to 100' AGL/438' MSL. Trees beginning 588' from DER, 27' left of centerline, up to 100' AGL/449' MSL. **Rwy 29**, hangar, 481' from DER, 357' right of centerline, 13' AGL/332' MSL. Light, 880' from DER, 255' left of centerline, 10' AGL/339' MSL. Antenna on hangar, 1065' from DER, 595' right of centerline, 40' AGL/362' MSL. Trees beginning 698' from DER, 186' left of centerline, up to 100' AGL/426' MSL. **Rwy 34**, terrain 50' from DER, 316' right of centerline, 345' MSL. Trees, 2700' from DER, 884' left of centerline, up to 100' AGL/410' MSL.





10266

**JACKSON, MS (CON'T)**

JACKSON-EVERS INTL

TAKE-OFF MINIMUMS: **Rwy 16R**, 300-1 or std. with a min. climb of 280' per NM to 700.**JENNINGS, LA**

JENNINGS (3R7)

AMDT 2A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 393' per NM to 300. **Rwys 17, 35**, NA.NOTE: **Rwy 8**, multiple poles 1080' from DER, 260' left of centerline, 40' AGL/62' MSL. **Rwy 13**, trees beginning 690' from DER, 262' left of centerline, up to 116' AGL/141' MSL. Tank 3428' from DER, 1072' left of centerline, 156' AGL/181' MSL. Water tower, 3492' from DER, 1089' left of centerline, 172' AGL/197' MSL. Transmission line and trees beginning 766' from DER, 622' right of centerline, up to 96' AGL/119' MSL. **51Rwy 26**, trees 1080' from DER, 45' AGL/55' MSL. **Rwy 31**, fence 140' from DER, 15' AGL/32' MSL.**KEESLER AFB (KBIX)**

BILOXI, MS ..... 09211

TAKE-OFF OBSTACLES: **Rwy 3**: Trees 977' from DER, 764' right of centerline, 62' AGL/70' MSL. Terrain 222' right of centerline, 19' MSL. **Rwy 21**: Trees 1903' from DER, 669' right of centerline, 71' AGL/102' MSL. Trees 1803' from DER, 658' left of centerline, 43' AGL/70' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER, 119' right of centerline, 65' AGL/115' MSL. Terrain 6' from DER, 500' left of centerline 23' MSL.**KOSCIUSKO, MS**

KOSCIUSKO-ATTALA COUNTY

NOTE: **Rwy 14**, trees 1054' from departure end of runway, 503' left of centerline, 100' AGL/559' MSL. Trees 1172' from departure end of runway, 555' right of centerline, 100' AGL/559' MSL. Terrain 18' from departure end of runway, 91' right of centerline, 473' MSL. Terrain 68' from departure end of runway, 485' right of centerline, 473' MSL. **Rwy 32**, trees 1676' from departure end of runway, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from departure end of runway, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from departure end of runway, 139' right of centerline, 502' MSL. Terrain 182' from departure end of runway, 532' right of centerline, 493' MSL. Terrain 352' from departure end of runway, 344' right of centerline, 496' MSL. Terrain 79' from departure end of runway, 254' left of centerline, 486' MSL. Terrain 525' from departure end of runway, 156' right of centerline, 496' MSL. Terrain 302' from departure end of runway, 49' left of centerline, 489' MSL.**LAFAYETTE, LA**

LAFAYETTE RGNL (LFT)

AMDT 1A 08325 (FAA)

TAKE-OFF MINIMUMS: **CAUTION**: Unmarked balloon and cable to 15000' MSL in R-3807. **Rwy 4L**, 141'/29NM, **Rwy 4R**, 140'/28.8NM, **Rwy 11**, 141'/29.5NM, **Rwy 22L**, 143'/29.2NM, **Rwy 22R**, 142'/29.2NM, **Rwy 29**, 142'/28.8NM.NOTE: **Rwy 4L**, fence beginning 2506' from departure end of runway, 682' left of centerline, up to 121' AGL/163' MSL. Multiple trees beginning 671' from departure end of runway, 307' left of centerline, up to 57' AGL/87' MSL. Obstruction light on windsock 155' from departure end of runway, 251' right of centerline, 38' AGL/58' MSL. **Rwy 4R**, multiple trees beginning 776' from departure end of runway, 111' left of centerline, up to 60' AGL/79' MSL. Multiple trees beginning 29' from departure end of runway, 269' right of centerline, up to 84' AGL/103' MSL. **Rwy 11**, multiple trees beginning 553' from departure end of runway 128' left of centerline, up to 81' AGL/91' MSL. Multiple trees beginning 523' from departure end of runway, 28' right of centerline, 72' AGL/82' MSL.**Rwy 22L**, multiple trees beginning 2392' from departure end of runway, 4' left of centerline, up to 75' AGL/114' MSL. Multiple trees beginning 1853' from departure end of runway, 247' right of centerline, up to 96' AGL/135' MSL. **Rwy 22R**, tower 2545' from departure end of runway, 26' left of centerline, 104' AGL/142' MSL. Multiple trees, buildings, obstruction lights and antenna beginning 153' from departure end of runway, 270' right of centerline, up to 103' AGL/142' MSL. **Rwy 29**, multiple trees, towers and pole beginning 925' from departure end of runway, 5' left of centerline, up to 110' AGL/150' MSL. Multiple trees, towers, poles and obstruction light on antenna beginning 99' from departure end of runway, 70' right of centerline, up to 130' AGL/165' MSL.**LAKE CHARLES, LA**

CHENNAULT INTL (CWF)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1¼ or std. w/min. climb of 205' per NM to 300. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER.NOTE: **Rwy 15**, trees beginning 1114' from DER, 670' left of centerline, up to 51' AGL/70' MSL. Trees beginning 1261' from DER, 380' right of centerline, up to 62' AGL/81' MSL. **Rwy 33**, tanks 5977' from DER, 1577' right of centerline, 156' AGL/170' MSL. Trees beginning 1763' from DER, 685' left of centerline, up to 71' AGL/85' MSL. Trees beginning 1202' from DER, 399' right of centerline, up to 52' AGL/71' MSL.**LAKE PROVIDENCE, LA**

BYERLEY

NOTE: **Rwy 17**, tower 4466' from departure end of runway, 1602' right of centerline, 150' AGL/257' MSL.**LAUREL, MS**

HESLER-NOBLE FIELD

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 500 before turning.

10266



SC-4



## LEXINGTON, MS

C. A. MOORE

DEPARTURE PROCEDURE: **Rwy 19**, climb runway heading to 1000 before turning.

## LOUISVILLE, MS

LOUISVILLE- WINSTON COUNTY (LMS)

AMDT 2A 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 500-2¼ or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 1100 before turning left.

NOTE: **Rwy 17**, tower 1.7 NM from departure end of runway, 2209 left of centerline, 410' AGL/950' MSL.

## MADISON, MS

BRUCE CAMPBELL FIELD (MBO)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-2 or std. w/ min. climb of 267' per NM to 700, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER.

NOTE: **Rwy 17**, trees 524' from DER, 464' right of centerline, 100' AGL/399' MSL. **Rwy 35**, house 1324' from DER, 619' left of centerline, 20' AGL/349' MSL. Vehicle on road 2178' from DER, 389' left of centerline, up to 17' AGL/350' MSL.

## MANY, LA

HART (3R4)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 117° to 1100 before proceeding on course.

NOTE: **Rwy 12**, trees beginning 1' from departure end of runway, 594' left to 598' right of centerline, up to 100' AGL/385' MSL. Powerline/poles beginning 1198' from departure end of runway, 309' right of centerline, up to 58' AGL/354' MSL. **Rwy 30**, trees beginning 74' from departure end of runway, 781' left to 509' right of centerline, up to 100' AGL/391' MSL. Powerline/pole 484' from departure end of runway, 318' right of centerline, 62' AGL/358' MSL.

## MARKS, MS

SELFS

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 700 before turning right.

## MCCOMB, MS

MCCOMB/PIKE COUNTY/JOHN E. LEWIS

FIELD (MCB)

ORIG 09183 (FAA)

NOTE: **Rwy 15**, trees beginning 89' from departure end of runway, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from departure end of runway, 83' left of centerline, up to 100' AGL/475' MSL. **Rwy 33**, tree 1440' from departure end of runway, 49' left of centerline, 59' AGL/488' MSL.

## MERIDIAN, MS

KEY FIELD

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. w/ a min. climb of 290' per NM to 600. **Rwy 22**, 300-1½ or std. w/ a min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 043° to 1100 before turning south.

NOTE: **Rwy 1**, antenna, vent on tank, and numerous trees beginning 323' from departure end of runway, 98' right of centerline, up to 100' AGL/463' MSL. Interstate road and numerous trees beginning 1196' from departure end of runway, 1' left of centerline, up to 100' AGL/403' MSL. **Rwy 4**, stack, tree and numerous light poles beginning 406' from departure end of runway, 278' right of centerline, up to 133' AGL/433' MSL. Fence, railing on tank, and light pole beginning 34' from departure end of runway, 253' left of centerline, up to 35' AGL/330' MSL. **Rwy 19**, antenna and tree beginning 482' from departure end of runway, 570' left of centerline, up to 100' AGL/395' MSL. Tree 1894' from departure end of runway, 934' right of centerline, 100' AGL/380' MSL.

**Rwy 22**, numerous trees beginning 1621' from departure end of runway, 304' right of centerline, up to 100' AGL/529' MSL. Numerous trees beginning 2479' from departure end of runway, 30' left of centerline, up to 100' AGL/457' MSL.

## MERIDIAN NAS (MC CAIN FIELD)

(KNMM)

MERIDIAN, MS ..... 09295

**Rwy 1R**, 600-1½\*

**Rwy 19R**, 600-2\*\*

\* Or standard with a minimum civil climb of 215 ft/NM to 600, minimum military climb of 210 ft/NM to 600.

\*\* Or standard with minimum climb of 210 ft/NM to 600.

TAKE-OFF OBSTACLES: **Rwy 1R**: Multiple trees 95' AGL/399' MSL, 2708' from DER, 1137' left of centerline. Multiple trees 95' AGL/399' MSL, 3147' from DER, 950' left of centerline. Multiple trees 75' AGL/474' MSL, 6025' from DER, 2057' left of centerline. Multiple trees 75' AGL/499' MSL, 6896' from DER, 2315' left of centerline. **Rwy 19L**: Trees 95' AGL/414' MSL, 4831' from DER, 875' left of centerline. **Rwy 19R**: Trees 100' AGL/499' MSL, 9429' from DER, 1203' right of centerline. **Rwy 10**: Terrain 399' MSL, 1344' from DER, 253' right of centerline. Multiple trees 90' AGL/399' MSL, 3235' from DER, 371' right of centerline. Multiple trees 85' AGL/424' MSL, 3692' from DER, 458' left of centerline.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010



## MONROE, LA

### MONROE RGNL

DEPARTURE PROCEDURE: **Rwy 22**, climb via heading 222° to 900 before turning west. **Rwy 32**, climb via heading 317° to 900 before turning west. **Rwy 36**, climb via heading 357° to 900 before turning west.

NOTE: **Rwy 4**, tree 3535' from departure end of runway, 1136' left of centerline, 98' AGL/177' MSL. Tree 995' from departure end of runway, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from departure end of runway, 903' right of centerline, 65' AGL/141' MSL. Tree 1765' from departure end of runway, 773' right of centerline, 44' AGL/120' MSL. **Rwy 14**, tree 1409' from departure end of runway, 770' left of centerline, 96' AGL/162' MSL. **Rwy 18**, tree 1614' from departure end of runway, 242' right of centerline, 68' AGL/137' MSL. Tree 1649' from departure end of runway, 45' right of centerline, 71' AGL/140' MSL. Tree 1659' from departure end of runway, 112' left of centerline, 77' AGL/146' MSL. Tree 1696' from departure end of runway, 619' left of centerline, 72' AGL/138' MSL. Tree 2149' from departure end of runway, 102' right of centerline, 76' AGL/145' MSL. **Rwy 22**, sign 99' from departure end of runway 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from departure end of runway, 1052' right of centerline, 104' AGL/170' MSL. **Rwy 32**, tree 2361' from departure end of runway, 7' left of centerline, 77' AGL/160' MSL. Tree 1781' from departure end of runway, 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from departure end of runway, 302' right of centerline, 78' AGL/161' MSL. Tree 2103' from departure end of runway, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from departure end of runway, 491' left of centerline, 18' AGL/97' MSL. **Rwy 36**, antenna 3728' from departure end of runway, 599' right of centerline, 107' AGL/190' MSL. Tower 3526' from departure end of runway, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from departure end of runway, 129' right of centerline, 68' AGL/151' MSL.

## NATCHEZ, MS

### HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

#### ORIG 07354 (FAA)

NOTE: **Rwy 13**, multiple trees beginning 1445' from departure end of runway, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from departure end of runway, 301' right of centerline, up to 99' AGL/334' MSL. **Rwy 18**, multiple trees beginning 1060' from departure end of runway, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from departure end of runway, 374' right of centerline, up to 90' AGL/369' MSL. **Rwy 31**, multiple trees beginning 1320' from departure end of runway, 736' left of centerline, up to 105' AGL/364' MSL. Trees 2129' from departure end of runway, 813' right of centerline, 81' AGL/340' MSL. **Rwy 36**, multiple trees beginning 935' from departure end of runway, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from departure end of runway, 517' right of centerline, 79' AGL/338' MSL.

## NATCHITOCHES, LA

### NATCHITOCHES RGNL (IER)

#### AMDT 6 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1¼ or std. w/ a min. climb of 336' per NM to 600.

NOTE: **Rwy 17**, building, pole, and trees beginning 90' from DER, 359' right of centerline, up to 83' AGL/204' MSL. **Rwy 25**, tower 1.29 NM from DER, 633' right of centerline, 205' AGL/385' MSL. **Rwy 35**, light pole 1975' from DER, 418' right of centerline, 75' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

## NEW ALBANY, MS

### NEW ALBANY-UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, or 800-2¼ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18**, for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18**, multiple trees beginning 146' from departure end of runway, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from departure end of runway, 565' right of centerline, up to 100' AGL/499' MSL. **Rwy 36**, multiple trees beginning 467' from departure end of runway, 524' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 2000' from departure end of runway, on centerline, up to 100' AGL/546' MSL.

## NEW IBERIA, LA

### ACADIANA RGNL

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable up to 15000' in R-3807. **Rwy 16**, 138/17.2 NM. **Rwy 34**, 136/17.2 NM.

NOTE: **Rwy 16**, trees 41' from departure end of runway, 497' right of centerline, 12' AGL/32' MSL.

## NEW ORLEANS, LA

### LAKEFRONT

DEPARTURE PROCEDURE: **Rwys 18L/R**, climb to 1500 before turning left or comply with RADAR vectors. **Rwy 9**, climb to 1500 before turning right, or comply with RADAR vectors.



## NEW ORLEANS, LA (CON'T)

### LOUIS ARMSTRONG NEW ORLEANS INTL

NOTE: **Rwy 1**, multiple vehicles on roads beginning 3' from departure end of runway, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from departure end of runway, 542' right of centerline, up to 38' AGL/40' MSL. Multiple poles beginning 831' from departure end of runway, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from departure end of runway, 235' right of centerline, up to 49' AGL/51' MSL. Multiple buildings beginning 1369' from departure end of runway, 679' right of centerline, up to 48' AGL/50' MSL. Multiple trees beginning 1555' from departure end of runway, 574' left of centerline up to 45' AGL/47' MSL. Antenna 1888' from departure end of runway, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from departure end of runway, 834' right of centerline, 64' AGL/66' MSL. Crane 2412' from departure end of runway, 487' left of centerline, 81' AGL/83' MSL. **Rwy 6**, multiple trees beginning 727' from departure end of runway, 314' right of centerline, up to 62' AGL/63' MSL. Multiple trees beginning 1883' from departure end of runway, 717' left of centerline, up to 58' AGL/59' MSL. Building 2887' from departure end of runway, 553' right of centerline, 105' AGL/105' MSL.

**Rwy 10**, obstruction light 623' from departure end of runway, 620' right of centerline, 21' AGL/25' MSL. Pole 936' from departure end of runway, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from departure end of runway, 37' left of centerline, up to 96' AGL/100' MSL. Multiple trees beginning 1919' from departure end of runway, 157' right of centerline, up to 81' AGL/85' MSL. **Rwy 19**, vehicle on road 201' from departure end of runway, 458' left of centerline, 29' AGL/30' MSL. Sign 708' from departure end of runway, 688' left of centerline, 38' AGL/39' MSL. Rod on building 664' from departure end of runway, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from departure end of runway, 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from departure end of runway, 420' right of centerline, up to 46' AGL/47' MSL. Tree 2057' from departure end of runway, 881' left of centerline, 67' AGL/68' MSL. Multiple trees beginning 2604' from departure end of runway, 622' right of centerline, up to 85' AGL/86' MSL. Ship 4166' from departure end of runway, on centerline, 152' AGL/153' MSL. **Rwy 24**, obstruction light 2973' from departure end of runway, 415' left of centerline, 89' AGL/89' MSL. **Rwy 28**, tree 1265' from departure end of runway, 748' left of centerline, 58' AGL/59' MSL. Multiple trees beginning 1541' from departure end of runway, 550' right of centerline, up to 65' AGL/66' MSL.

## NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA. . . . . 09239

DEPARTURE PROCEDURE: **Rwy 4**, Diverse departures authorized 044° CW 224°. Right turn to departure heading only. **Rwy 22**, Diverse departures authorized 044° CW 314°. **Rwy 32**, Diverse departures authorized 140° CW 320° left turn to departure heading only.

TAKE-OFF OBSTACLES: **Rwy 4**: Building 304' from DER, 568' right of centerline, 39' AGL/38' MSL. **Rwy 14**: Trees 729' from DER, 246' right of centerline, 33' AGL/32' MSL. Crane 3808' from DER, 1061' right of centerline, 181' AGL/180' MSL. Mississippi River shipping channel, starting 6042' from DER, vessels up to 180' MSL. **Rwy 32**: Intercoastal waterway shipping channel, starting 5859' from DER, vessels up to 160' MSL. Crane 6091' from DER, 1317' right of centerline, 172' MSL.

## NEW ROADS, LA

### FALSE RIVER RGNL (HZR)

ORIG 08157 (FAA)

NOTE: **Rwy 36**, fence 97' from departure end of runway, 248' right of centerline, 5' AGL/44' MSL. Pole 1263' from departure end of runway, 215' left of centerline, 45' AGL/84' MSL. Trees beginning 1268' from departure end of runway, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from departure end of runway, 26' left of centerline, up to 127' AGL/176' MSL.

**Rwy 18**, road beginning 86' from departure end of runway, 398' right of centerline, up to 15' AGL/49' MSL. Fence 220' from departure end of runway, 362' right of centerline, 6' AGL/39' MSL.

## OAKDALE, LA

### ALLEN PARISH

NOTE: **Rwy 18**, trees 400' from departure end of runway, 260' left of centerline, 30' AGL/134' MSL. **Rwy 36**, trees 1300' from departure end of runway, on centerline, 50' AGL/159' MSL.

## OKOLONA, MS

### OKOLONA MUNI-RICHARD STOVALL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 800 before turning westbound.

## OLIVE BRANCH, MS

### OLIVE BRANCH

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 800 before turning east.

## OPELOUSAS, LA

### ST. LANDRY PARISH-AHART FIELD

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 236' per NM to 400.

NOTE: **Rwy 18**, tower 6060' from departure end of runway, 896' left of centerline, 209' AGL/270' MSL.



## OXFORD, MS

### UNIVERSITY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. with a min. climb of 400' per NM to 700.  
DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 900 before turning.

## PASCAGOULA, MS

### TRENT LOTT INTL

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1½ or std. w/ min. climb of 226' per NM to 400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 17**, multiple trees beginning 1622' from departure end of runway, 46' left of centerline, up to 58' AGL/67' MSL. Tree 2298' from departure end of runway, 77' right of centerline, 71' AGL/80' MSL. Transmission tower 3912' from departure end of runway, 1412' left of centerline, 112' AGL/121' MSL. Obstruction light on sign 5396' from departure end of runway, 1137' right of centerline, 159' AGL/170' MSL. **Rwy 35**, tree 2998' from departure end of runway, 1163' right of centerline, 79' AGL/93' MSL.

## PATTERSON, LA

### HARRY P. WILLIAMS MEMORIAL

TAKE-OFF MINIMUMS: **CAUTION:** unmarked balloon and cable to 15000 in R-3807. **Rwy 6**, 290°/17.6 NM. **Rwy 24**, 287°/18.2 NM.

NOTE: **Rwy 24**, tree 1262' from departure end of runway, 452' right of centerline, 95' AGL/102' MSL.

## PHILADELPHIA, MS

### PHILADELPHIA MUNI (MPE)

AMDT 2 09295

NOTE: **Rwy 18**, trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL. **Rwy 36**, trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL. Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

## PICAYUNE, MS

### PICAYUNE MUNI (MJD)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 800 before proceeding on course.

NOTE: **Rwy 18**, trees and bushes beginning 76' from departure end of runway, 18' left of centerline, up to 20' AGL/69' MSL. Trees and bushes beginning 211' from departure end of runway, 182' right of centerline, up to 28' AGL/77' MSL. **Rwy 36**, pole, trees, and bushes beginning 969' from departure end of runway, 183' left of centerline, up to 94' AGL/144' MSL. Pole, bush, and trees beginning 63' from departure end of runway, 74' right of centerline, up to 97' AGL/143' MSL.

## PRENTISS, MS

### PRENTISS-JEFFERSON DAVIS COUNTY (M43)

ORIG 08269 (FAA)

NOTE: **Rwy 12**, poles and trees beginning 168' from departure end of runway, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from departure end of runway, 264' right of centerline, up to 72' AGL/511' MSL. **Rwy 30**, vehicle on road and trees beginning 91' from departure end of runway, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from departure end of runway, 360' right of centerline, up to 81' AGL/530' MSL.

## RAYMOND, MS

### JOHN BELL WILLIAMS (M16)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 240' per NM to 2600, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 121° to 2600 before proceeding on course, or for climb in visual conditions, cross John Bell Williams airport at or above 2400 before proceeding on course. **Rwy 30**, climb via heading 301° to 2000 before proceeding on course.

NOTE: **Rwy 12**, trees beginning 226' from departure end of runway, 359' right of centerline, up to 100' AGL/359' MSL. Trees beginning 641' from departure end of runway, 432' left of centerline, up to 100' AGL/359' MSL. Trees left and right of centerline beginning 1259' from departure end of runway, up to 100' AGL/359' MSL. **Rwy 30**, pole 1523' from departure end of runway, 534' right of centerline, 57' AGL/287' MSL.

## RAYVILLE, LA

### JOHN H HOOKS JR MEMORIAL (M79)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-Environmental.

NOTE: **Rwy 18**, building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up to 100' AGL/146' MSL. **Rwy 36**, trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.



## RESERVE, LA

ST JOHN THE BAPTIST PARISH (1L0)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1¾ or std. w/min. climb of 230' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 1400 before turning right.

NOTE: **Rwy 17**, Tower 2012' from DER, 648' right of centerline, 115' AGL/124' MSL. Tower 2116' from DER, 783' right of centerline, 104' AGL/115' MSL. Elevator 1.5 NM from DER, 117' right of centerline, 250' AGL/265' MSL. **Rwy 35**, trees beginning 1' from DER, 401' left of centerline, up to 100' AGL/104' MSL. Trees beginning 1503' from DER, 705' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1' from DER, 404' right of centerline, up to 100' AGL/104' MSL. Trees beginning 194' from DER, 62' right of centerline, up to 87' AGL/91' MSL.

## RIPLEY, MS

RIPLEY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1¾ or std. w/min. climb of 233' per NM to 800, or alternatively, w/std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 213° to 1100 before turning left.

NOTE: **Rwy 3**, multiple trees beginning 774' from departure end of runway, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from departure end of runway, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 2100' right of centerline, up to 100' AGL/699' MSL. **Rwy 21**, multiple trees beginning 198' from departure end of runway, 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from departure end of runway, 307' right of centerline, up to 100' AGL/519' MSL.

## SHREVEPORT, LA

SHREVEPORT DOWNTOWN

DEPARTURE PROCEDURE: **Rwys 5,14,23**, maintain runway heading until 600 prior to turning.

## SHREVEPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/a min. climb of 233' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, for climb in visual conditions cross Shreveport Rgnl Airport at or above 1000 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1711' from departure end of runway, 435' right of centerline, up to 80' AGL/299' MSL. Tree 1985' from departure end of runway, 475' left of centerline, 60' AGL/279' MSL. **Rwy 23**, terrain 110' from departure end of runway, 471' right of centerline, 240' MSL. Multiple trees beginning 3685' from departure end of runway, 319' right of centerline, up to 80' AGL/344' MSL. Multiple trees beginning 2123' from departure end of runway, 187' left of centerline, up to 97' AGL/357' MSL. **Rwy 14**, multiple poles, antennas, and trees beginning 458' from departure end of runway, 205' right of centerline, up to 32' AGL/254' MSL. Multiple poles, trees, and railroad beginning 886' from departure end of runway, 9' left of centerline, up to 100' AGL/346' MSL.

## STARKVILLE, MS

GEORGE M. BRYAN

NOTE: **Rwy 18**, multiple trees beginning 52' from departure end of runway, 395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from departure end of runway, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from departure end of runway, 402' left of centerline, 165' AGL/464' MSL. **Rwy 36**, windsock and trees beginning 24' from departure end of runway, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from departure end of runway, 323' left of centerline, 67' AGL/376' MSL.

## STARKVILLE, MS (CON'T)

OKITIBBEHA (M51)

ORIG 09267 (FAA)

NOTE: **Rwy 13**, trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL. Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/265' MSL. **Rwy 18**, trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. **Rwy 31**, trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.

**Rwy 36**, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

SULPHUR, LA

SOUTHLAND FIELD (UXL)  
ORIG 09071 (FAA)

NOTE: **Rwy 15**, numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL. **Rwy 33**, numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

TALLULAH, LA

VICKSBURG TALLULAH RGNL

NOTE: **Rwys 18, 36** cross departure end of runway at or above 35' AGL/121' MSL. **Rwy 18**, tree 1610' from departure end of runway, 922' left of centerline, 120' AGL/203' MSL.

TUNICA, MS

TUNICA MUNI (UTA)  
AMDT 1 09267 (FAA)

NOTE: **Rwy 17**, trees beginning 523' from DER, 365' left of centerline, 100' AGL/294' MSL, trees beginning 913' from DER, 183' right of centerline, 100' AGL/294' MSL. **Rwy 35**, trees beginning 1211' from DER, 803' right of centerline, 79' AGL/267' MSL.

VICKSBURG, MS

VICKSBURG MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, 600-2¾ or std. w/ min. climb of 354' per NM to 900. **Rwy 19**, 300-2 or std. w/ a min. climb of 224' per NM to 500, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 1**, trees beginning 1032' from departure end of runway, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from departure end of runway, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from departure end of runway, 2174' right of centerline, up to 100' AGL/319' MSL. **Rwy 19**, tower 1.6 NM from departure end of runway, 2749' right of centerline, 108' AGL/366' MSL.

VIVIAN, LA

VIVIAN (3F4)  
AMDT 2 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 200-1¼ or std. w/ min. climb of 303' per NM to 600. **Rwy 27**, 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1900 before turning left. **Rwy 27**, climb heading 268° to 1900 before turning right.

NOTE: **Rwy 9**, tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL. Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL. Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL. **Rwy 27**, vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

WEST POINT, MS

MCCHAREN FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 400-1¾ or std. with a min. climb of 360' per NM to 800.

NOTE: **Rwy 18**, numerous trees beginning 1' from departure end of runway, 250' left of centerline, up to 100' AGL/309' MSL. Terrain beginning 146' from departure end of runway, 22' left of centerline, up to 207' MSL. Fence 200' from departure end of runway, on centerline, up to 4' AGL/213' MSL. Terrain 151' from departure end of runway, 232' right of centerline, 207' MSL. Numerous trees beginning 913' from departure end of runway, 744' right of centerline, up to 100' AGL/ 279' MSL. Vehicle on road 268' from departure end of runway, on centerline, 10' AGL/219' MSL. **Rwy 36**, railroad track beginning 50' from departure end of runway, on centerline, 23' AGL/232' MSL. Terrain 243' from departure end of runway, 262' left of centerline, 214' MSL. Numerous trees beginning 1287' from departure end of runway, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from departure end of runway, 138' right of centerline, 100' AGL/319' MSL. Tower 1.4 NM from departure end of runway, 1398' right of centerline, 348' AGL/587' MSL. Tower 1.5 NM from departure end of runway, 1365' right of centerline, 305' AGL/547' MSL.

WINNFIELD, LA

DAVID G. JOYCE (0R5)  
ORIG 09351 (FAA)

NOTE: **Rwy 9**, trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL, trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL. **Rwy 27**, trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL, trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

WINONA, MS

WINONA-MONTGOMERY COUNTY (ONA)  
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2¾ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 3**, Climb heading 030° to 1000 before turning west.

NOTE: **Rwy 21**, Tower 2.1 NM from departure end of runway, 2789' right of centerline, 350' AGL/703' MSL.



**ABBEVILLE CHRIS CRUSTA MEM** (ØR3) 3 E UTC-6(-5DT) N29°58.55' W92°05.05'

HOUSTON

16 B S4 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks NOTAM FILE DRI

H-7D, L-21B, 22E, GOMC

RWY 15-33: H5000X75 (ASPH) S-17 MIRL

IAP

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Fence.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

**AIRPORT REMARKS:** Attended daylight hours. TPA for fixed wing 1001(985), helicopter 501(485) within 3 miles of arpt and ultralight 301(285). Rwy 15-33 has some small cracks. MIRL Rwy 15-33 and REIL Rwy 15 and Rwy 33 preset on low intensity dusk to dawn, to increase intensity ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.875 (337) 892-0526.**COMMUNICATIONS:** CTAF/UNICOM 122.8

GCO 135.075 (LAFAYETTE APCH and DE RIDDER FSS)

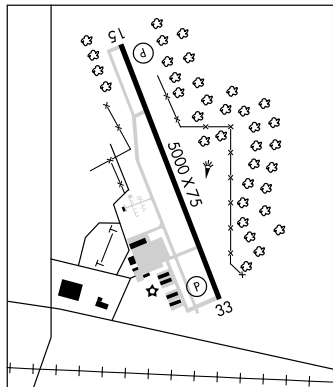
Ⓡ LAFAYETTE APP/DEP CON 121.1 (1130-0430Z)

HOUSTON CENTER APP/DEP CON 126.35 (0430-1130Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LFT.

LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63'

W91°59.55' 197° 13.9 NM to fld. 36/3E. HIWAS.

**ACADI** N29°57.38' W91°51.80' NOTAM FILE ARA.

HOUSTON

NDB (MHW/LOM) 269 AR 345° 5.0 NM to Acadiana Rgnl.

L-21B, 22E, GOMC

**ACADIANA RGNL** (See NEW IBERIA)**ALEXANDRIA****ALEXANDRIA INTL** (AEX) 4 W UTC-6(-5DT) N31°19.64' W92°32.91'

HOUSTON

89 B S4 FUEL 100, JET A, MOGAS OX 2, 4 Class I, ARFF Index D

H-6I, L-21B, 22E

NOTAM FILE AEX

IAP, AD

RWY 14-32: H9352X150 (CONC-GRVD) S-81, D-180, 2S-175, 2D-330, 2D/2D2-850 HIRL

RWY 14: SSALR. PAPI(P4L)—GA 3.0° TCH 55'. Trees.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 18-36: H7001X150 (ASPH-CONC-GRVD) S-75, D-130, 2S-165, 2D-191, 2D/2D2-502 HIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 64'. Trees.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 61'. Trees.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 14: TORA-9352 TODA-9352 ASDA-9352 LDA-9352

RWY 18: TORA-7001 TODA-7001 ASDA-7001 LDA-7001

RWY 32: TORA-9352 TODA-9352 ASDA-9352 LDA-9352

RWY 36: TORA-7001 TODA-7001 ASDA-7001 LDA-7001

**AIRPORT REMARKS:** Attended continuously. Extensive helicopter t/c during military exercises. Center 75' of first 3000' of Rwy 18 is concrete, remainder is asphalt. Rwy 18-36 center 1800' at intersection with Rwy 14-32 in fair condition due to Raveling. Locked wheel and sharp turns prohibited on asph surfaces. Light acft frequently cross apch zones to Rwy 14-32 b/c 2000' MSL. Commercial and lifeguard acft only on Commercial Terminal Ramp, all other acft utilize Twy A to FBO. Twy G clsd indef. Twy E clsd indef. Twy F clsd indef.

**WEATHER DATA SOURCES:** ASOS 123.975 (318) 442-6583. HIWAS 116.1 AEX**COMMUNICATIONS:** CTAF 127.35

Ⓡ POLK APP/DEP CON 125.4

TOWER 127.35 GND CON 121.9 CLNC DEL 121.9

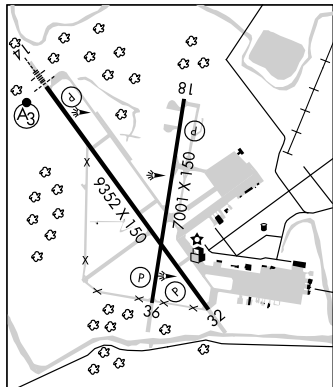
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

(H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 327° 4.9 NM to fld. 80/3E. HIWAS.

DME portion unusable 285°-245° byd 35 NM b/c 1700', 245°-285° byd 35 NM b/c 1900'.

ILS 110.1 I-ERJ Rwy 14. Class 1T.



PAR

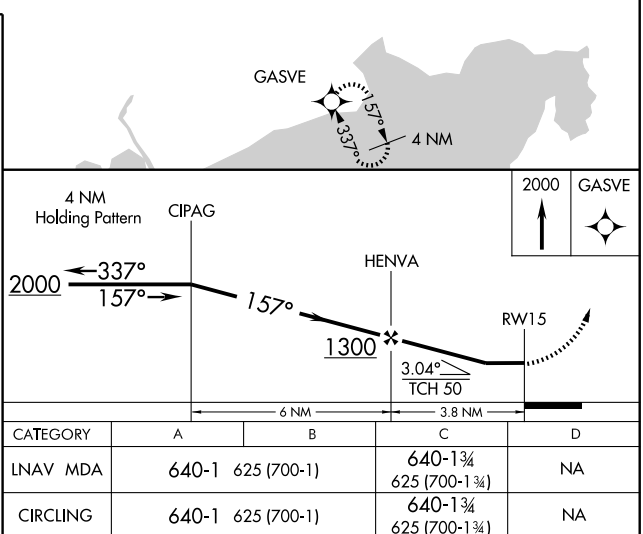
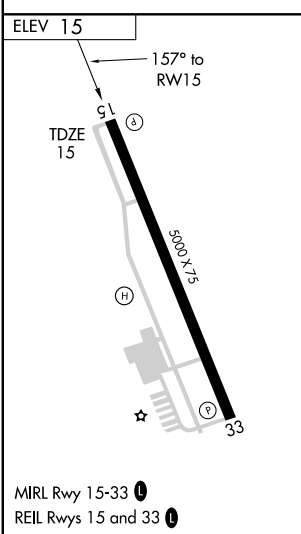
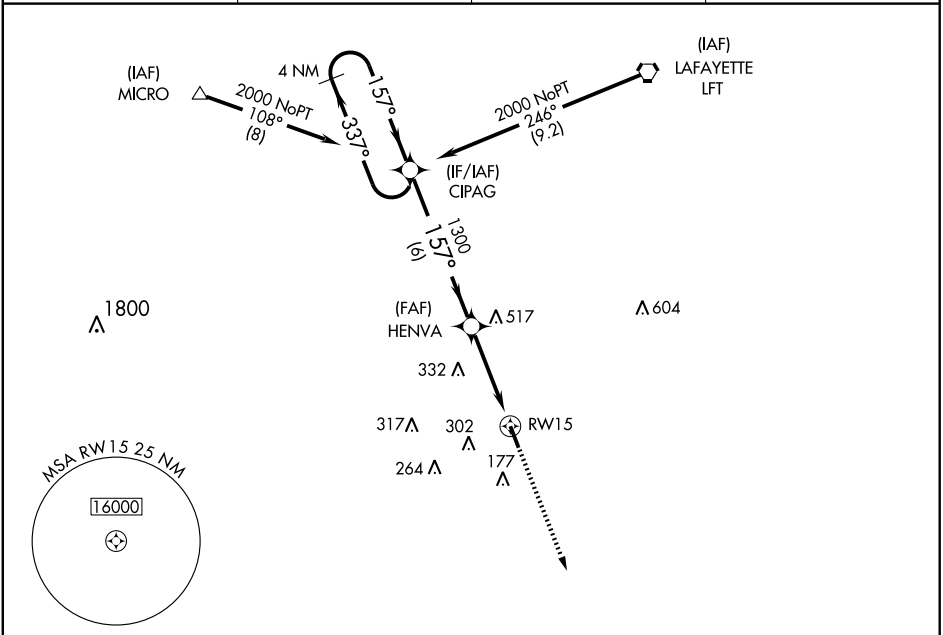
**COMM/NAV/WEATHER REMARKS:** Multicom frequency 130.0 avbl.

# RNAV (GPS) RWY 15

ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

APP CRS <b>157°</b>	Rwy Idg <b>5000</b> TDZE <b>15</b> Apt Elev <b>15</b>
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 NA	DME/DME RNP-0.3 NA. Use Lafayette Rgnl altimeter setting. If not received, use Acadiana Rgnl altimeter setting.	MISSED APPROACH: Climb to 2000 direct GASVE and hold.	
AWOS-3 118.875	LAFAYETTE APP CON ★ 121.1 268.7	GCO 135.075	UNICOM 122.8 (CTAF) 





APP CRS <b>337°</b>	Rwy Idg TDZE <b>15</b> Apt Elev <b>15</b>
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# RNAV (GPS) RWY 33

ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

**NA** DME/DME RNP-0.3 NA. Use Lafayette Rgnl altimeter setting. If not received, use Acadiana Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CIPAG and hold.

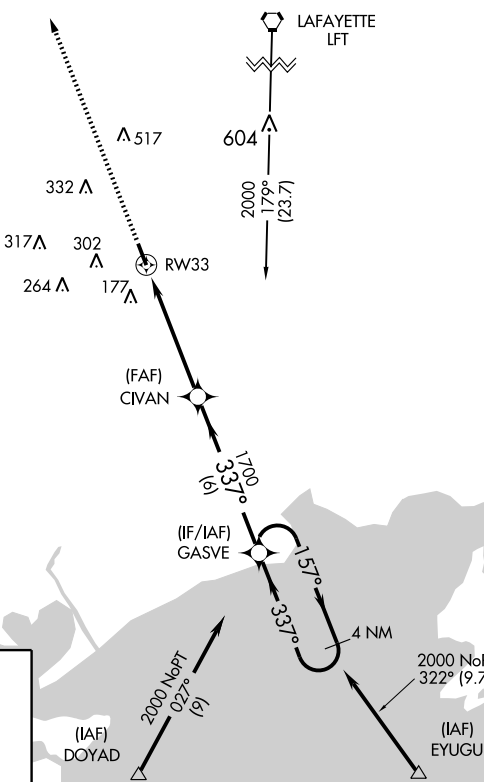
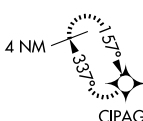
AWOS-3  
**118.875**

LAFAYETTE APP CON ★  
**121.1 268.7**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF) 0**

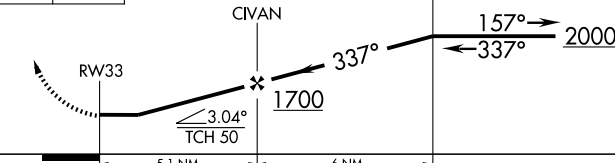
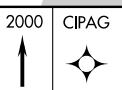
MISSED APCH FIX



MSA RW33 25 NM

16000

ELEV 15



CATEGORY	A	B	C	D
LNAB MDA	640-1	625 (700-1)	640-1¾ 625 (700-1¾)	NA
CIRCLING	640-1	625 (700-1)	640-1¾ 625 (700-1¾)	NA

MIRL Rwy 15-33 0  
REIL Rwy 15 and 33 0

VORTAC LFT <b>109.8</b> Chan <b>35</b>	APP CRS <b>197°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>15</b>
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VOR/DME-A

ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)



Use Lafayette Rgnl altimeter setting; if not received, use Acadiana Rgnl altimeter setting.

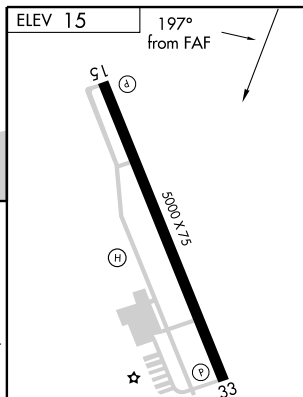
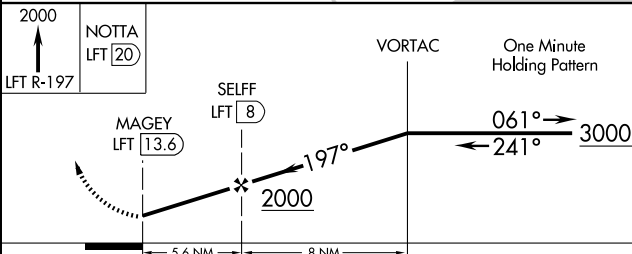
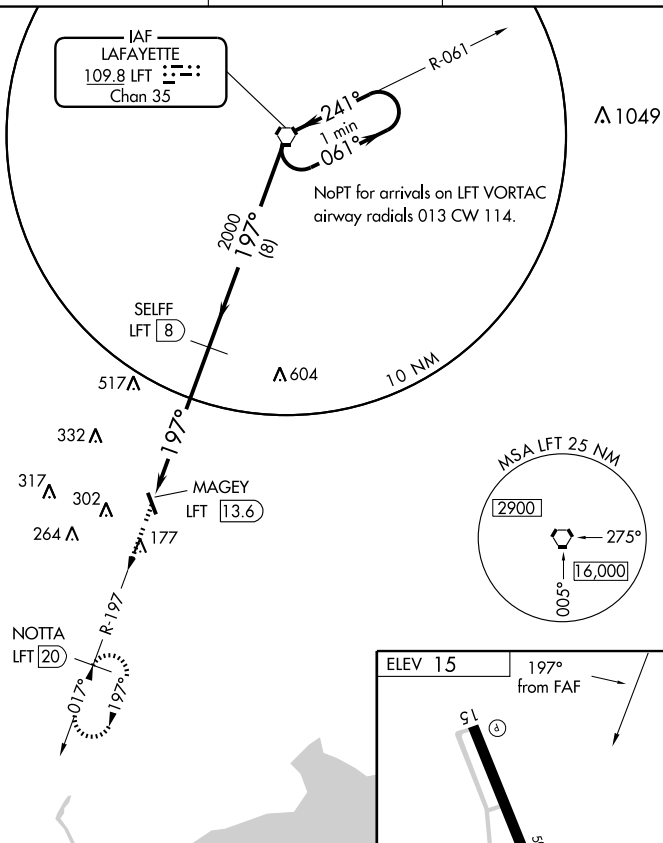
MISSED APPROACH: Climb to 2000 via LFT R-197 to NOTTA/LFT 20 DME and hold.

AWOS-3  
**118.875**

LAFAYETTE APP CON ★  
**121.1 268.7**

GCO  
**135.075**

UNICOM  
**122.8** (CTAF) **Ø**



CATEGORY	A	B	C	D
CIRCLING	640-1	625 (700-1)	640-1¾ 625 (700-1¾)	NA

MIRL Rwy 15-33 **Ø**  
REIL Rws 15 and 33 **Ø**

VORTAC LFT <b>109.8</b> Chan <b>35</b>	APP CRS <b>017°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>15</b>
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VOR/DME-B

ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

**▲ NA** Use Lafayette Rgnl altimeter setting; if not received, use Acadiana Rgnl altimeter setting.

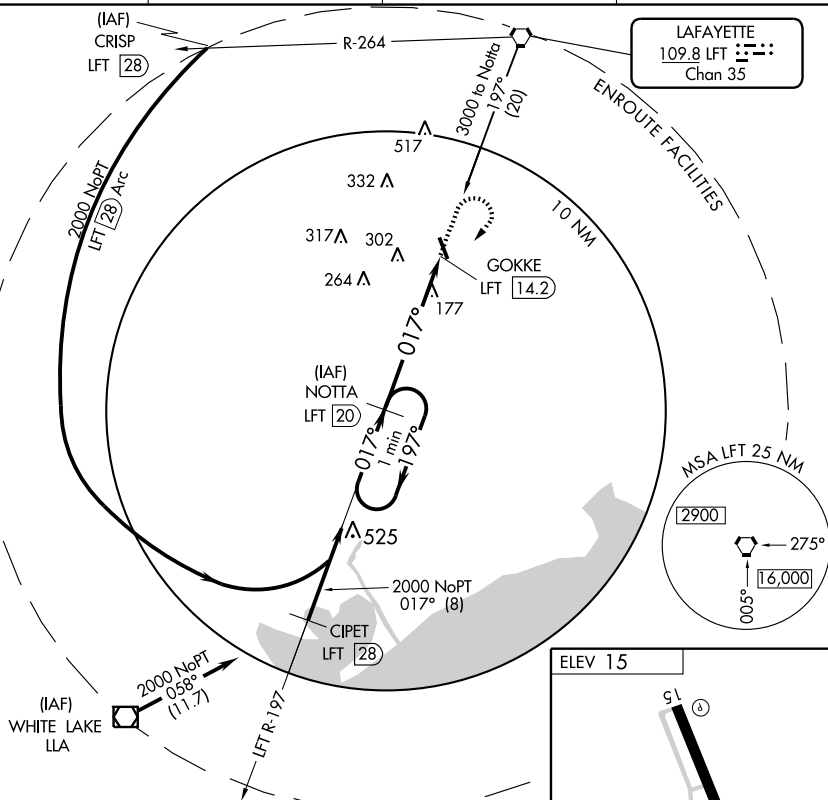
MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 via LFT R-197 to NOTTA/LFT 20 DME and hold.

AWOS-3  
**118.875**

LAFAYETTE APP CON ★  
**121.1 268.7**

GCO  
**135.075**

UNICOM  
**122.8** (CTAF) **①**



One Minute Holding Pattern

2000 ← 197°  
017° →

NOTTA  
LFT 20

1000

2000

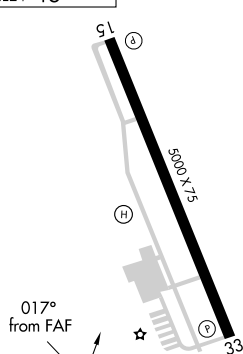
NOTTA  
LFT 20

LFT R-197

GOKKE  
LFT 14.2

5.8 NM

ELEV 15



CATEGORY	A	B	C	D
CIRCLING	640-1	625 (700-1)	640-1 3/4 625 (700-1 3/4)	NA

10210


## AIRPORT DIAGRAM

AL-13 (FAA)

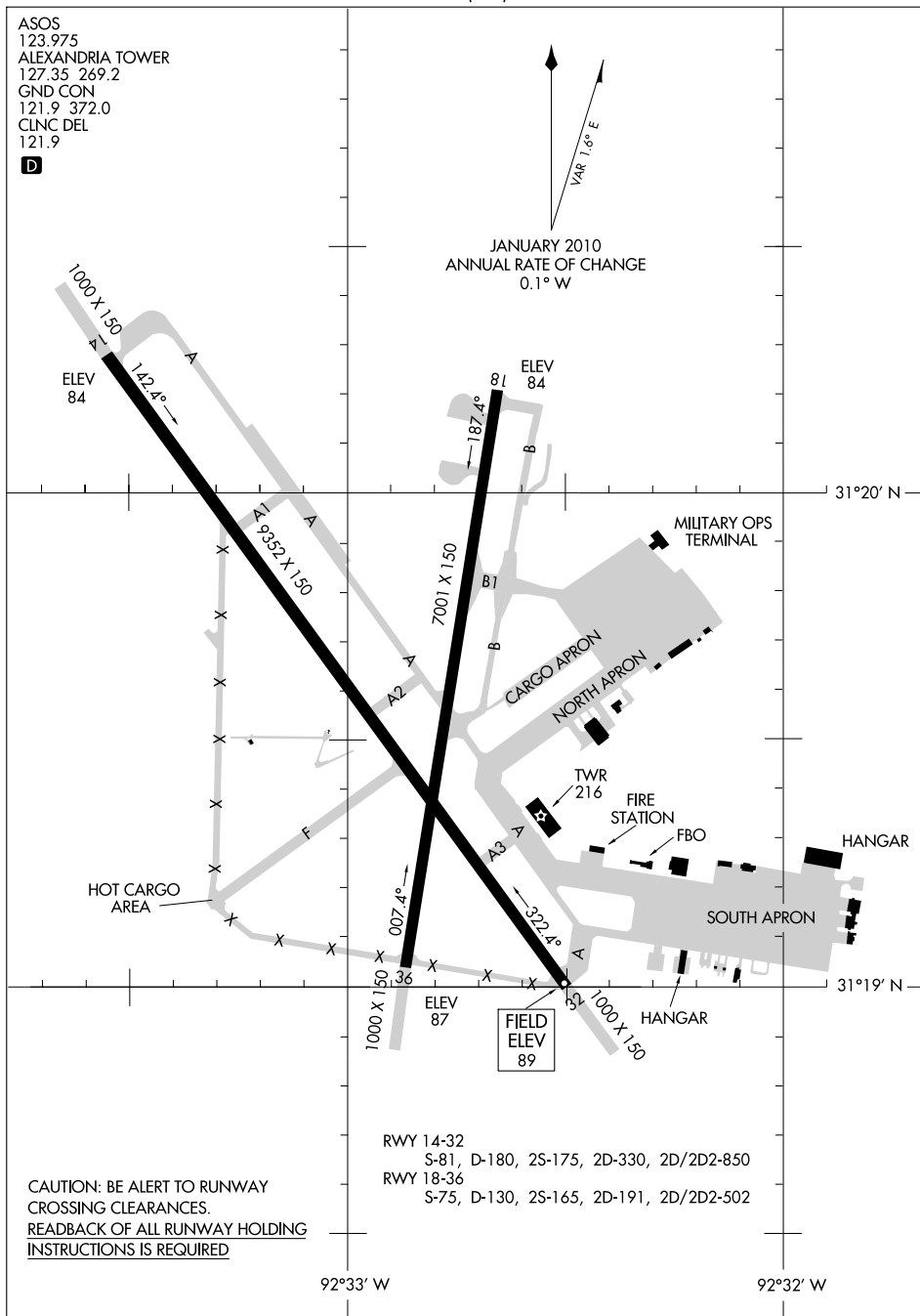
ALEXANDRIA INTL (AEX)  
ALEXANDRIA, LOUISIANA

ASOS  
123.975  
ALEXANDRIA TOWER  
127.35 269.2  
GND CON  
121.9 372.0  
CLNC DEL  
121.9

D

  
 JANUARY 2010  
 ANNUAL RATE OF CHANGE  
 0.1° W

SC-4, 21 OCT 2010 to 18 NOV 2010



SC-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

10210

ALEXANDRIA, LOUISIANA  
ALEXANDRIA INTL (AEX)

**ABBEVILLE CHRIS CRUSTA MEM** (ØR3) 3 E UTC-6(-5DT) N29°58.55' W92°05.05'

HOUSTON

16 B S4 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks NOTAM FILE DRI

H-7D, L-21B, 22E, GOMC

RWY 15-33: H5000X75 (ASPH) S-17 MIRL

IAP

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Fence.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

**AIRPORT REMARKS:** Attended daylight hours. TPA for fixed wing 1001(985), helicopter 501(485) within 3 miles of arpt and ultralight 301(285). Rwy 15-33 has some small cracks. MIRL Rwy 15-33 and REIL Rwy 15 and Rwy 33 preset on low intensity dusk to dawn, to increase intensity ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.875 (337) 892-0526.**COMMUNICATIONS:** CTAF/UNICOM 122.8

GCO 135.075 (LAFAYETTE APCH and DE RIDDER FSS)

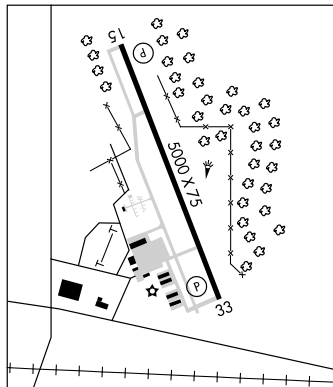
⑧ LAFAYETTE APP/DEP CON 121.1 (1130-0430Z)

HOUSTON CENTER APP/DEP CON 126.35 (0430-1130Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LFT.

LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63'

W91°59.55' 197° 13.9 NM to fld. 36/3E. HIWAS.

**ACADI** N29°57.38' W91°51.80' NOTAM FILE ARA.

HOUSTON

NDB (MHW/LOM) 269 AR 345° 5.0 NM to Acadiana Rgnl.

L-21B, 22E, GOMC

**ACADIANA RGNL** (See NEW IBERIA)**ALEXANDRIA****ALEXANDRIA INTL** (AEX) 4 W UTC-6(-5DT) N31°19.64' W92°32.91'

HOUSTON

89 B S4 FUEL 100, JET A, MOGAS OX 2, 4 Class I, ARFF Index D

H-6I, L-21B, 22E

NOTAM FILE AEX

IAP, AD

RWY 14-32: H9352X150 (CONC-GRVD) S-81, D-180, 2S-175, 2D-330, 2D/2D2-850 HIRL

RWY 14: SSALR. PAPI(P4L)—GA 3.0° TCH 55'. Trees.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 18-36: H7001X150 (ASPH-CONC-GRVD) S-75, D-130, 2S-165, 2D-191, 2D/2D2-502 HIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 64'. Trees.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 61'. Trees.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 14: TORA-9352 TODA-9352 ASDA-9352 LDA-9352

RWY 18: TORA-7001 TODA-7001 ASDA-7001 LDA-7001

RWY 32: TORA-9352 TODA-9352 ASDA-9352 LDA-9352

RWY 36: TORA-7001 TODA-7001 ASDA-7001 LDA-7001

**AIRPORT REMARKS:** Attended continuously. Extensive helicopter t/c during military exercises. Center 75' of first 3000' of Rwy 18 is concrete, remainder is asphalt. Rwy 18-36 center 1800' at intersection with Rwy 14-32 in fair condition due to Raveling. Locked wheel and sharp turns prohibited on asph surfaces. Light acft frequently cross apch zones to Rwy 14-32 b/c 2000' MSL. Commercial and lifeguard acft only on Commercial Terminal Ramp, all other acft utilize Twy A to FBO. Twy G clsd indef. Twy E clsd indef. Twy F clsd indef.

**WEATHER DATA SOURCES:** ASOS 123.975 (318) 442-6583. HIWAS 116.1 AEX**COMMUNICATIONS:** CTAF 127.35

⑧ POLK APP/DEP CON 125.4

TOWER 127.35 GND CON 121.9 CLNC DEL 121.9

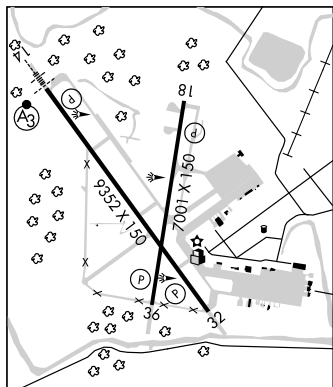
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

(H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 327° 4.9 NM to fld. 80/3E. HIWAS.

DME portion unusable 285°-245° byd 35 NM b/c 1700', 245°-285° byd 35 NM b/c 1900'.

ILS 110.1 I-ERJ Rwy 14. Class 1T.

PAR

**COMM/NAV/WEATHER REMARKS:** Multicom frequency 130.0 avbl.

## HOT SPOTS

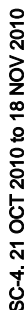
THERE ARE NO HOT SPOTS  
FOR LOUISIANA  
OR MISSISSIPPI

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 14  
ALEXANDRIA INTL (AEX)

**MISSED APPROACH:** Climb to 4000 direct AEX VORTAC and via AEX VORTAC R-106 to MUSHE INT/18.9 DME and hold.

CLNC DEL  
121.9

### One Minute Holding Pattern

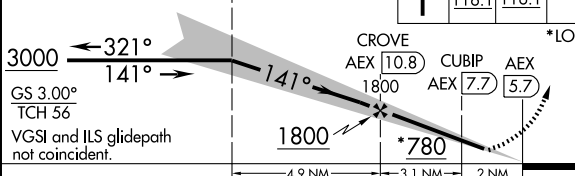
GUQEM  
AEX 15.7

4000

AEX

AEX  
R-10AMUSHE INT  
LEX 100

\* LOC Only.



31°20'N-92°33'W

ALEXANDRIA INTL (AEX)

ILS or LOC/DME RWY 14

WAAS CH <b>56417</b> <b>W14A</b>	APP CRS <b>141°</b>	Rwy ldg <b>9352</b> TDZE <b>85</b> Apt Elev <b>89</b>
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# RNAV (GPS) RWY 14

ALEXANDRIA INTL (AEX)



DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative SSALR increase LNAV Cat D visibility to RVR 6000. Radar required when R-3801 A-B in use.

SSALR



MISSED APPROACH: Climb to 4000 direct EHHIR and via track 106° to MUSHE and hold.

ASOS

**123.975**

POLK APP CON

**125.4 302.2**

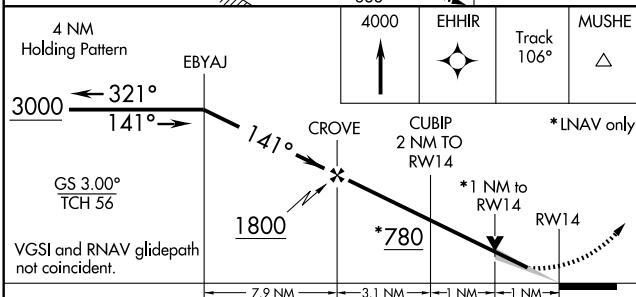
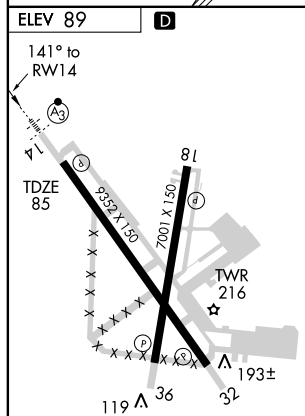
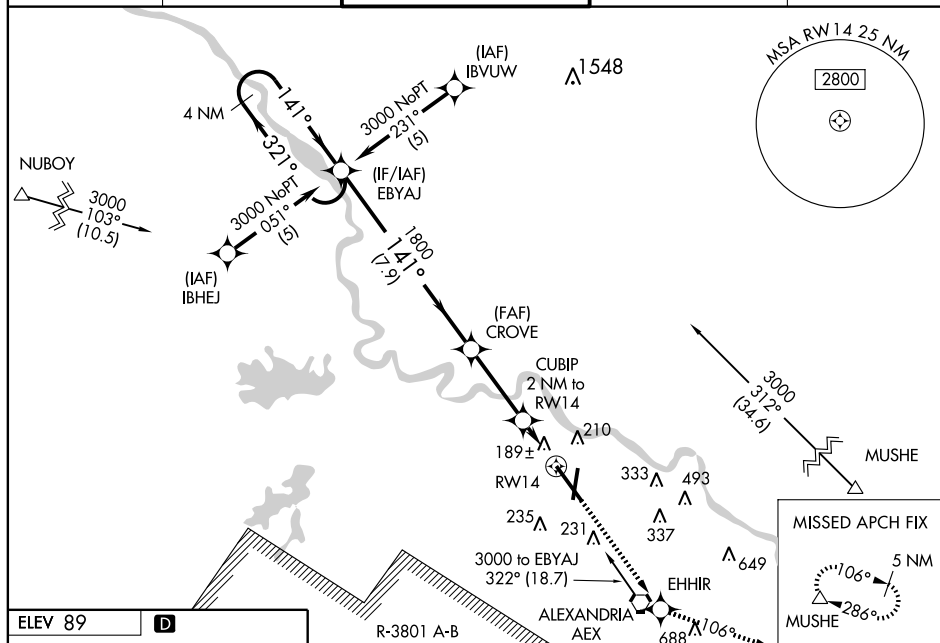
ALEXANDRIA TOWER

**127.35 (CTAF) 269.2**

GND CON

**121.9 372.0**

CLNC DEL

**121.9**

CATEGORY	A	B	C	D
LPV DA	285/24		200 (200-½)	
LNAV/VNAV DA	488/50		403 (400-1)	
LNAV MDA	480/24		395 (400-½)	
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	480/50 395 (400-1) 640-2 551 (600-2)

ALEXANDRIA, LOUISIANA

Amdt 1 08APR10

31°20'N-92°33'W

ALEXANDRIA INTL (AEX)

RNAV (GPS) RWY 14

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010



WAAS CH <b>61200</b> <b>W18A</b>	APP CRS <b>186°</b>	Rwy Idg TDZE Apt Elev	<b>7001</b> <b>84</b> <b>89</b>
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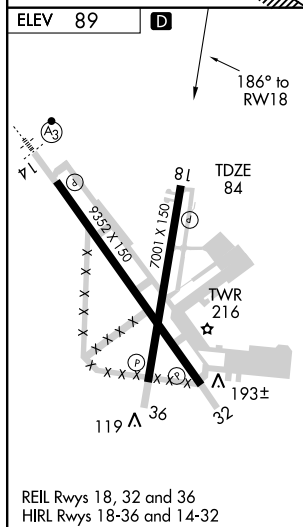
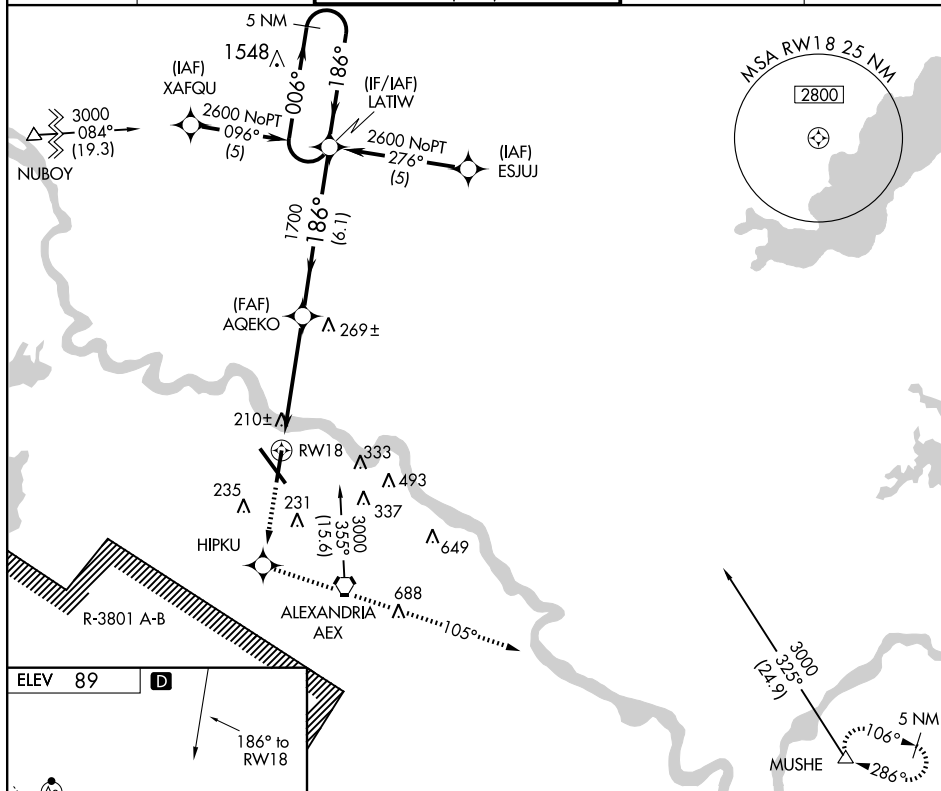
## RNAV (GPS) RWY 18

ALEXANDRIA INTL (AEX)

**▼** DME/DME RNP-0.3 NA. Radar required when R-3801 A-B in use. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 4000 direct HIPKU and via 105° track to MUSHE and hold.

ASOS <b>123.975</b>	POLK APP CON <b>125.4 302.2</b>	ALEXANDRIA TOWER <b>127.35 (CTAF) 269.2</b>	GND CON <b>121.9 372.0</b>	CLNC DEL <b>121.9</b>
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4000	HIPKU	105° TRK	MUSHE	5 NM Holding Pattern
↑	✧	✧	△	
<p>LATIW 006° → 2600</p> <p>← 186°</p> <p>GS 3.00°</p> <p>TCH 55'</p> <p>VGSI and RNAV glidepath not coincident.</p>				
<p>* 1.2 NM to RWY 18</p> <p>* LNAV only</p> <p>1.2 3.6 NM 6.1 NM</p>				
CATEGORY	A	B	C	D
LPV DA	395-1	311 (400-1)		
LNAV/VNAV DA	539-1½	455 (500-1½)		
LNAV MDA	520-1	436 (500-1)	520-1¼ 436 (500-1¼)	520-1½ 436 (500-1½)
CIRCLING	540-1½ 451 (500-1½)	560-1½	471 (500-1½)	640-2 551 (600-2)

WAAS CH <b>50110</b> <b>W32A</b>	APP CRS <b>321°</b>	Rwy Idg <b>9352</b> TDZE <b>89</b> Apt Elev <b>89</b>
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# RNAV (GPS) RWY 32

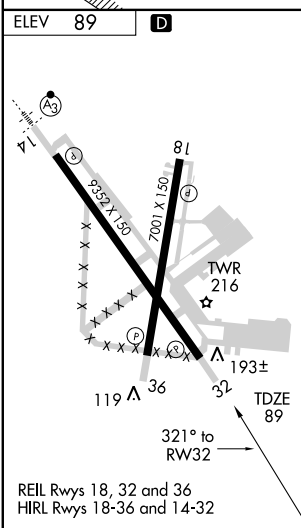
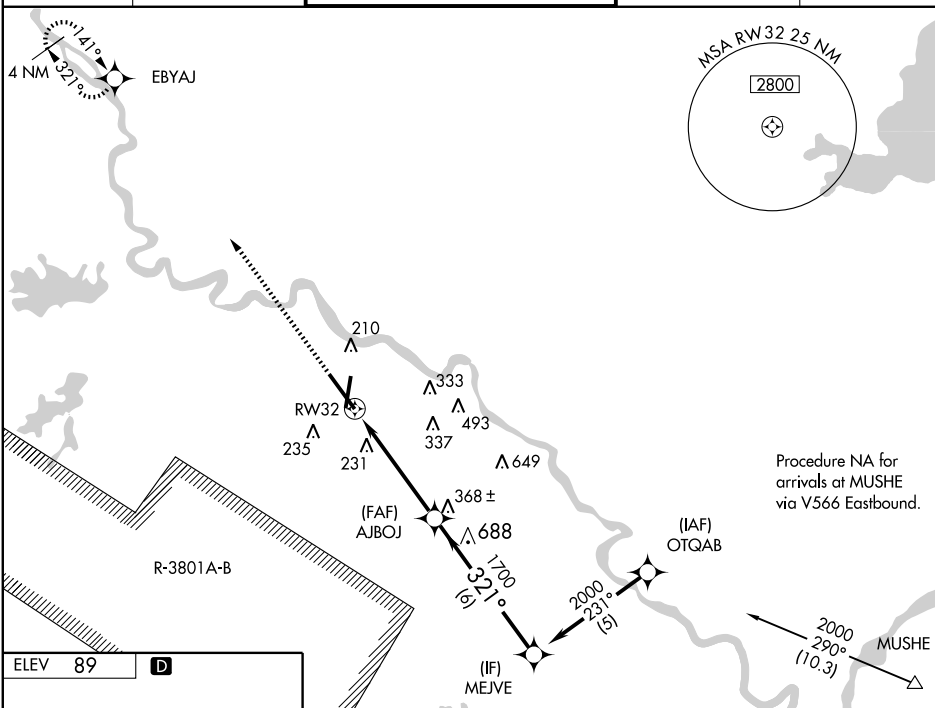
## ALEXANDRIA INTL (AEX)



DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -15°C (5°F)  
When R-3801A-B active, RADAR required.

MISSED APPROACH: Climb to 3000 direct EBYAJ  
WP and hold.

ASOS <b>123.975</b>	POLK APP CON <b>125.4 302.2</b>	ALEXANDRIA TOWER <b>127.35 (CTAF) 269.2</b>	GND CON <b>121.9 372.0</b>	CLNC DEL <b>121.9</b>
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ELEV 89	<b>D</b>	3000	EBYAJ	VGSI and RNAV glidepath not coincident.	Procedure Turn NA
*LNAV only		1.2 NM to RW32	AJBOJ	MEJVE	2000
RW32		1.2 NM	3.6 NM	6 NM	GS 3.00° TCH 55
CATEGORY	A	B	C	D	
LPV DA		340/50	251 (300-1)		
LNAV/VNAV DA		460/60	371 (400-1¼)		
LNAV MDA	520/50	431 (500-1)	520/60 431 (500-1¼)	520-1½ 431 (500-1½)	
CIRCLING	540-1¼ 451 (500-1¼)	560-1¼ 471 (500-1¼)	560-1½ 471 (500-1½)	640-2 551 (600-2)	



VORTA AEX **116.1**  
Chan **108**

APP CRS **145°**

Rwy Idg **9352**  
TDZE **85**  
Apt Elev **89**

**VOR/DME RWY 14**  
ALEXANDRIA INTL (AEX)

▼ When R-3801B active, Radar Required.  
For inoperative SSALR increase S-14 Cat D  
visibility to 1¼.

SSALR



MISSED APPROACH: Climb to 4000  
direct AEX Vortac, then via AEX R-106  
to MUSHE Int and hold.

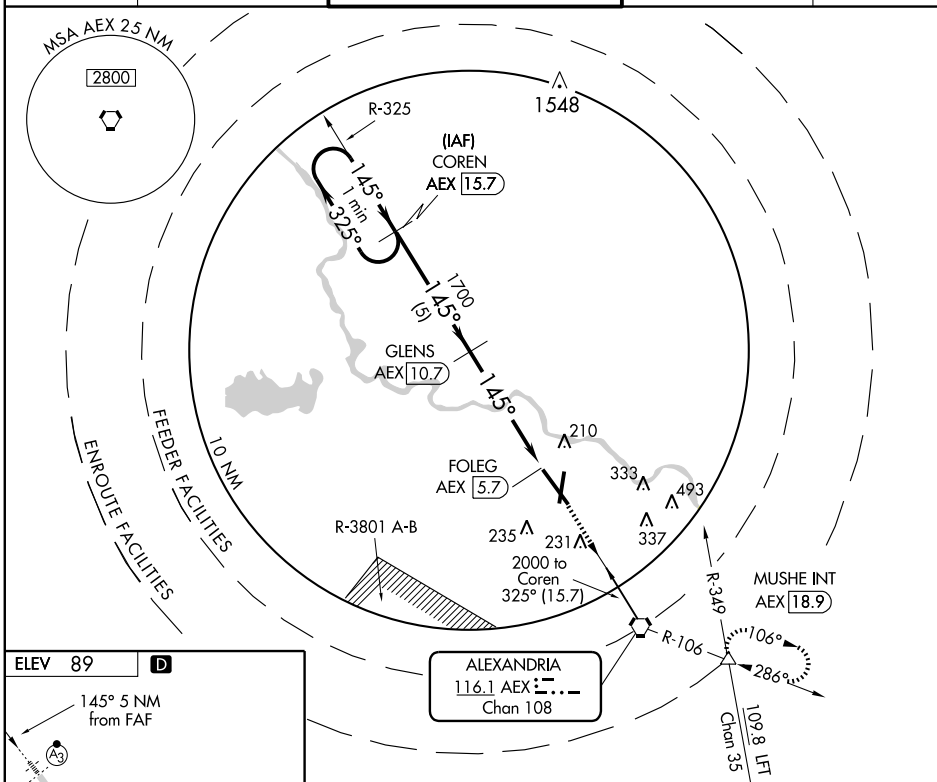
ASOS  
**123.975**

POLK APP CON  
**125.4 302.2**

ALEXANDRIA TOWER  
**127.35 (CTAF) 269.2**

GND CON  
**121.9 372.0**

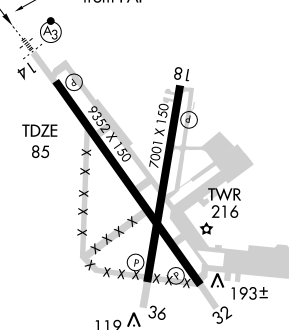
CLNC DEL  
**123.975**



ELEV 89

D

145° 5 NM  
from FAF



REIL Rwy 18, 32 and 36  
HIRL Rwy 18-36 and 14-32

One Minute  
Holding Pattern

4000

AEX  
116.1

AEX R-106  
116.1

MUSHE INT  
AEX 18.9

COREN  
AEX 15.7

2000

325°

145°

GLENS  
AEX 10.7

1700

AEX 6.7

FOLEG  
AEX 5.7

VGSI and descent angles  
not coincident.

2.94°  
TCH 55

CATEGORY	A	B	C	D
S-14	460-½ 375 (400-½)			460-1 375 (400-1)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

VORTAC AEX <b><u>116.1</u></b> Chan <b>108</b>	APP CRS <b>327°</b>	Rwy Idg <b>9352</b> TDZE <b>89</b> Apt Elev <b>89</b>
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VOR/DME RWY 32  
ALEXANDRIA INTL (AEX)

**T** Radar required when R-3801 A-B in use.

**MISSED APPROACH:** Climb to 3000 via AEX R-325 to COREN/AEX 15.7 DME and hold.

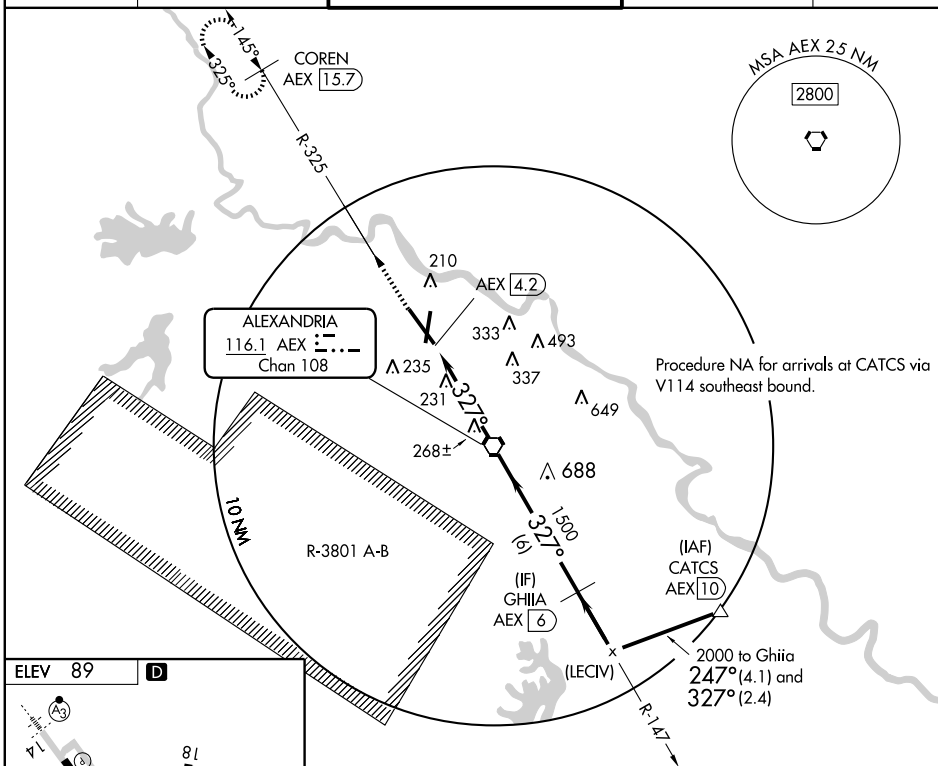
ASOS  
**123.975**

POLK APP CON  
**125.4 302.2**

ALEXANDRIA TOWER  
**127.35 (CTAF) 269.2**

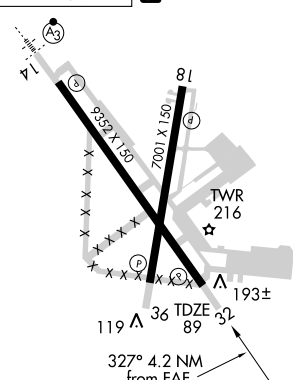
GND CON  
121.9 372.0

CLNC DEL  
**121.9**

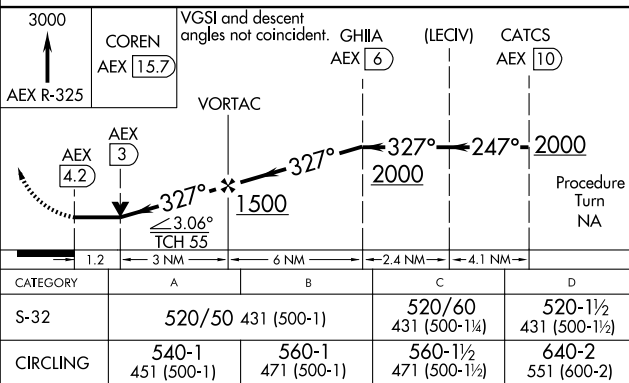


ELEV 89

**D**



REIL Rwy 18, 32 and 36  
HIRL Rwy 18-36 and 14-32

ALEXANDRIA, LOUISIANA  
Amdt 1A 08325

31°20'N-92°33'W

ALEXANDRIA INTL (AEX)  
VOR/DME RWY 32

SC-4. 21 OCT 2010 to 18 NOV 2010

**ESLER RGNL** (ESF) 10 NE UTC-6(-5DT) N31°23.69' W92°17.75'

112 B FUEL 100LL, JET A NOTAM FILE ESF

RWY 09-27: H5999X150 (ASPH-GRVD) S-75, D-150, 2S-175, 2D-220 HIRL

RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 32'. RWY 27: MALSR.

RWY 14-32: H5601X150 (ASPH-GRVD) S-75, D-150, 2S-175, 2D-220 MIRL 0.4% up NW

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 60'. Trees.

RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 56'. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 09: TORA-5999 TODA-5999 ASDA-5999 LDA-5999

RWY 14: TORA-5601 TODA-5601 ASDA-5601 LDA-5601

RWY 27: TORA-5999 TODA-5999 ASDA-5999 LDA-5999

RWY 32: TORA-5601 TODA-5601 ASDA-5601 LDA-5601

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2230Z. Fuel avbl Mon-Fri 1300-2200Z and Sat-Sun 1300-0100Z. On call Sat-Sun after 0100Z 318-443-5566. Birds on and invof arpt seasonally.

PAEW adjacent rwy and twys. Twys F and G clsd indef. VASI Rwy 32 OTS indef. Rwy 14 REIL medium ints only. ACTIVATE MIRL Rwy 14-32, HIRL Rwy 09-27, MALSR Rwy 27, REIL Rwy 09, Rwy 14 and Rwy 32, and twy lgts Twy A, Twy B, Twy C, Twy D and Twy E—CTAF.

**WEATHER DATA SOURCES:** ASOS (318) 484-9031. Thunderstorm/freezing rain not avbl. Wind unreliable.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

ESLER RCO 122.55 (DE RIDDER RADIO)

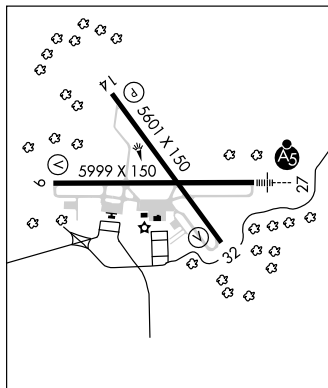
Ⓡ POLK APP/DEP CON 125.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.04' 049° 13.4 NM to fld. 80/3E. HIWAS.

ANDRA NDB (LOM) 223 ES N31°23.52' W92°10.92' 268° 5.9 NM to fld. Unmonitored.

ILS/DME 111.5 I-ESF Chan 52 Rwy 27 Class IA. LOM ANDRA NDB. ILS/DME and LOM unmonitored.



**ALLEN PARISH** (See OAKDALE)

**ALVIN CALLENDER FLD** (See NEW ORLEANS NAS JRB)

**ANDRA** N31°23.52' W92°10.92' NOTAM FILE ESF.

NDB (LOM) 223 ES 268° 5.9 NM to Esler Rgnl. Unmonitored.

**ANGER** N30°36.38' W90°25.27' NOTAM FILE DRI.

NDB (LOM) 212 HP 174° 5.1 NM to Hammond Northshore Rgnl. Unmonitored.

**ARCADIA-BIENVILLE PARISH** (5FØ) 2 SW UTC-6(-5DT) N32°31.84' W92°57.24'

440 B NOTAM FILE DRI

RWY 14-32: H3000X75 (ASPH) S-16 MIRL

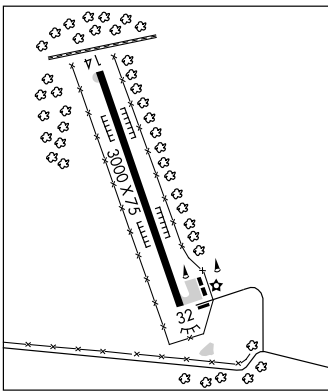
RWY 14: Trees. RWY 32: Trees.

**AIRPORT REMARKS:** Unattended. For arpt attendant call 318-263-2013. Golf course adjacent to arpt. +4' fence 185' south of Rwy 32 thld. Rotating bcn 1 mile SE of arpt. ACTIVATE MIRL Rwy 14-32—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DRI.

ELM GROVE (L) VORTAC 111.2 EMG Chan 49 N32°24.01' W93°35.71' 069° 33.5 NM to fld. 160/7E. HIWAS.



HOUSTON

H-6I, L-21B, 22E

IAP

HOUSTON

NEW ORLEANS

MEMPHIS

L-17E



LOM ES <b>223</b>	APP CRS <b>270°</b>	Rwy Idg TDZE Apt Elev	<b>5999</b> <b>92</b> <b>112</b>
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**NDB RWY 27**

ALEXANDRIA/ESLER RGNL (ESF)



NA

When local altimeter setting not received, use  
Alexandria Intl altimeter setting and increase all  
MDA 40 feet and S-27 Cat D visibility ¼ mile.

MALSR

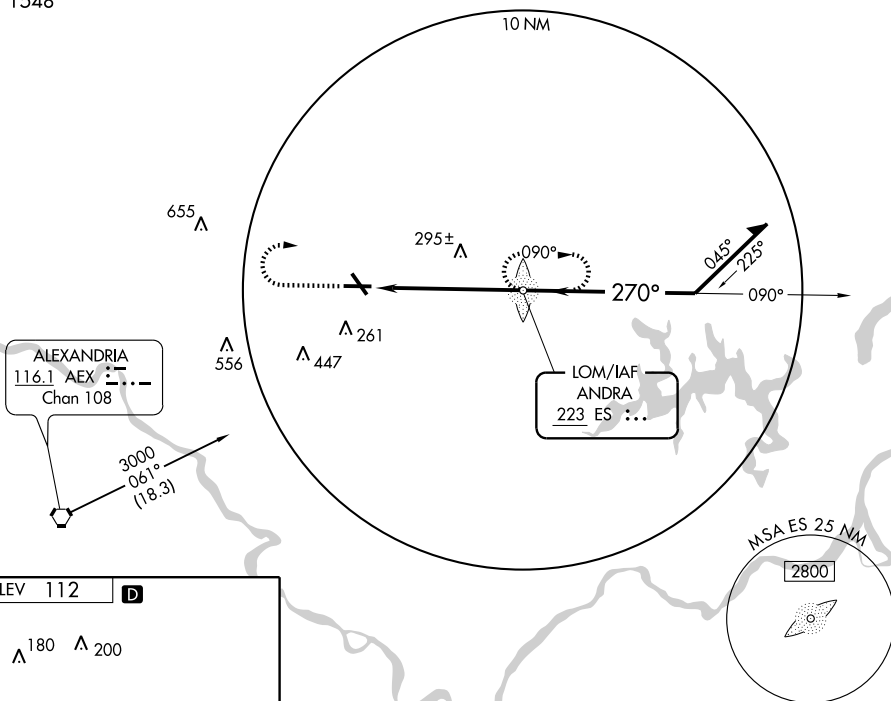


MISSED APPROACH: Climb to 1500 then climbing  
right turn to 3000 direct ANDRA LOM and hold.

POLK APP CON  
**125.4 302.2**

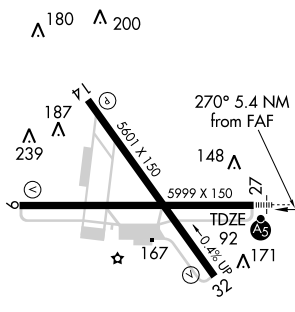
UNICOM  
**122.8** (CTAF) **1**

A 1548



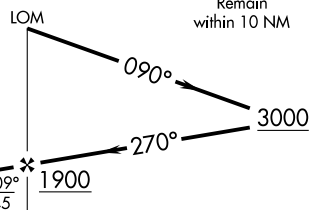
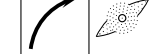
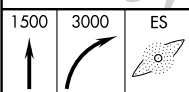
ELEV 112

D

REIL Rwy 9, 14 and 32 **1**MIRL Rwy 14-32 **1**HIRL Rwy 9-27 **1**

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-27	600-3/4 508 (500-3/4)	600-1 508 (500-1)	600-1 508 (500-1)	600-1 508 (500-1)
CIRCLING	600-1 488 (500-1)	600-1 488 (500-1)	600-1 488 (500-1)	600-1 488 (500-1)

ALEXANDRIA, LOUISIANA

Amdt 1 08APR10

ALEXANDRIA/ESLER RGNL (ESF)

31°24'N-92°18'W

**NDB RWY 27**

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010





WAAS CH <b>61103</b> <b>W27A</b>	APP CRS <b>270°</b>	Rwy Idg TDZE <b>92</b> Apt Elev <b>112</b>
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# RNAV (GPS) RWY 27

ALEXANDRIA/ESLER RGNL (ESF)

**▼** Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F) DME/DME RNP-0.3 NA. VDP NA with Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet. For inoperative MALSR increase LPV Cat D visibility to 1¼.

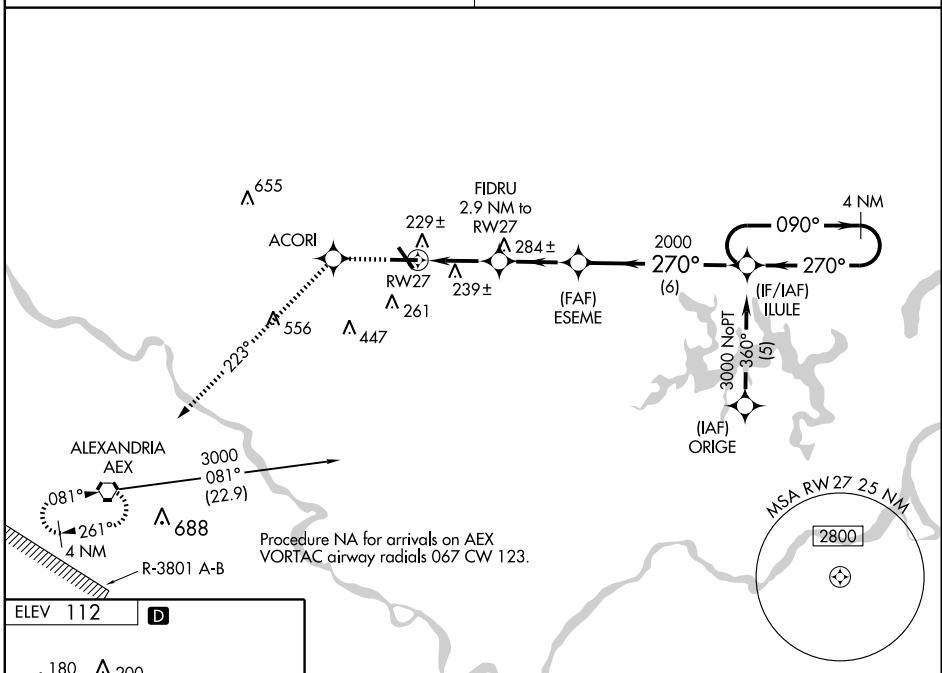
MALSR



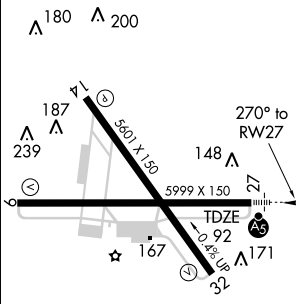
**MISSED APPROACH:**  
Climb to 3000 direct ACORI and via track 223° to AEX VORTAC and hold.

POLK APP CON  
**125.4 302.2**

UNICOM  
**122.8 (CTAF) 1**



ELEV 112



REIL Rwy 9, 14 and 32 1  
MIRL Rwy 14-32 1  
HIRL Rwy 9-27 1

3000	ACORI	trk 223°	AEX	ILULE	4 NM Holding Pattern
*LNAV only.					
CATEGORY	A	B	C	D	
LPV DA	292-1/2		200 (200-1/2)		
LNAV/VNAV DA	499-1		407 (400-1)		
LNAV MDA	500-1/2	408 (400-1/2)	500-3/4 408 (400-3/4)	500-1 408 (400-1)	
CIRCLING	600-1	488 (500-1)	600-1 1/2 488 (500-1 1/2)	680-2 568 (600-2)	

ALEXANDRIA, LOUISIANA

Amdt 1 08APR10

31°24'N-92°18'W

ALEXANDRIA/ESLER RGNL (ESF)

# RNAV (GPS) RWY 27

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

**BASTROP**

**MOREHOUSE MEM** (BQP) 2 SE UTC-6(-5DT) N32°45.37' W91°52.84'

168 B S4 **FUEL** 100LL TPA-1200(1033) NOTAM FILE DRI

**RWY 16-34:** H4002X100 (ASPH) S-15.5 MIRL

**RWY 16:** REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

**RWY 34:** REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1315-2100Z†. Self serve fuel avbl 24 hrs with credit card. Deer on and invof rwy. Wind tee lights OTS indef. Rwy 34 REIL OTS indef. MIRL Rwy 16-34, REIL Rwy 16 and Rwy 34 preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.375 (318) 281-1443.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

GCO 135.075 (DE RIDDER FSS)

MONROE APP/DEP CON 126.9 (1200-0400Z†).

® FORT WORTH CENTER APP/DEP CON 126.325 (0400-1200Z†).

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01'

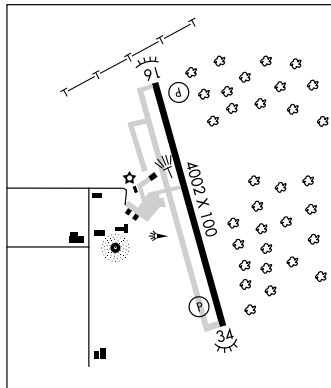
W92°02.16' 026° 16.3 NM to fld. 80/3E. HIWAS.

**BASTROP NDB (MHW)** 329 BQP N32°45.28' W91°53.01' at fld. NOTAM FILE DRI.

MEMPHIS

L-18F

IAP



**BASTROP** N32°45.28' W91°53.01' NOTAM FILE DRI.

**NDB (MHW)** 329 BQP at Morehouse Mem.

MEMPHIS

L-18F

NDB BQP	APP CRS	Rwy Idg	<b>4002</b>
<b><u>329</u></b>	<b>330°</b>	TDZE	<b>167</b>
		Apt Elev	<b>167</b>

NDB RWY 34

BASTROP/MOREHOUSE MEMORIAL (BQP)

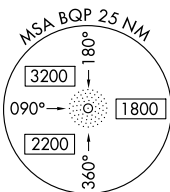
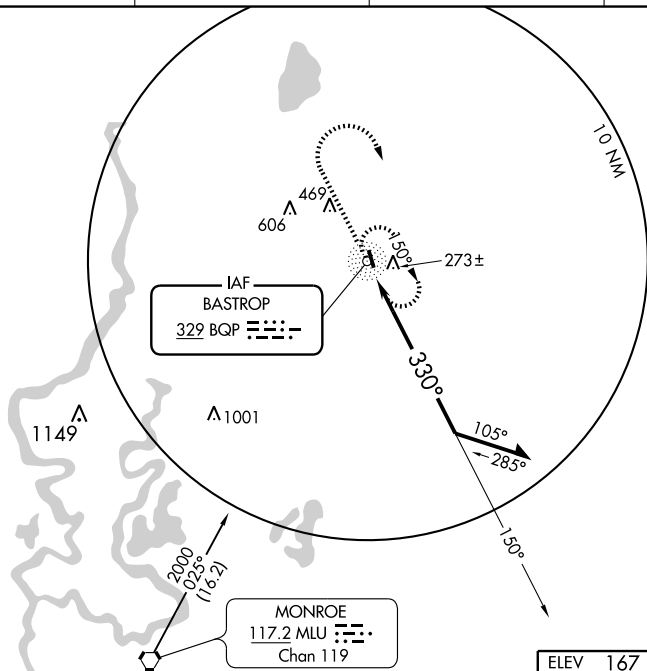
**T** If local altimeter setting not received, use Monroe  
**A** altimeter setting and increase all MDAs 60 feet.

AWOS-3  
118.375

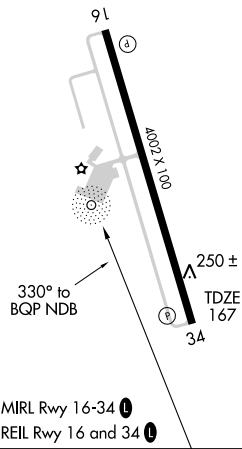
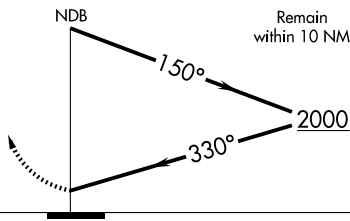
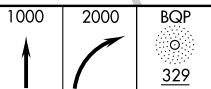
MONROE APP CON ★  
126.9 307.9

GCO  
135.075

UNICOM  
122.8 (CTAF) **L**



ELEV 167



CATEGORY	A	B	C	D
S-34	640-1	473 (500-1)	640-1½ 473 (500-1½)	NA
CIRCLING	640-1	473 (500-1)	640-1½ 473 (500-1½)	NA

BASTROP, LOUISIANA

Amdt 6 09127

BASTROP/MOREHOUSE MEMORIAL (BQP)

NDB RWY 34

32°45'N-91°53'W

SC-4. 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>58307</b> <b>W16A</b>	APP CRS <b>161°</b>	Rwy Idg <b>4002</b> TDZE <b>168</b> Apt Elev <b>168</b>
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# RNAV (GPS) RWY 16

BASTROP/MOREHOUSE MEMORIAL (BQP)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monroe altimeter setting and increase all DA/MDA 60 feet and all visibilities ¼ mile. Baro-VNAV NA when using Monroe altimeter setting. VDP NA when using Monroe altimeter setting.

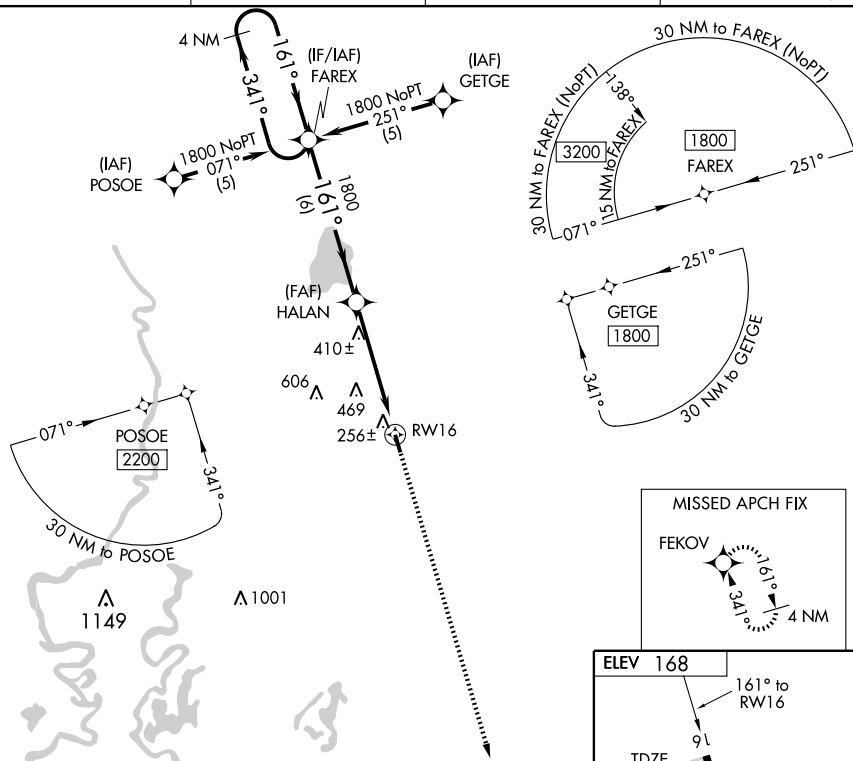
MISSED APPROACH:  
Climb to 1800 direct  
FEKOV and hold.

AWOS-3  
**118.375**

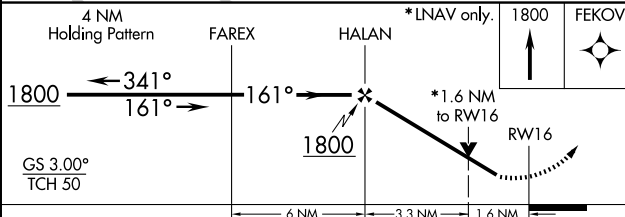
MONROE APP CON ★  
**126.9 307.9**

GCO  
**135.075**

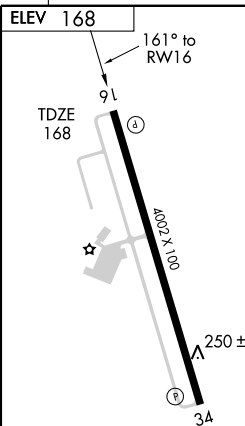
UNICOM  
**122.8 (CTAF) 0**



MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	499-1¼	331 (400-1¼)		NA
LNAV/VNAV DA	526-1¼	358 (400-1¼)		NA
LNAV MDA	720-1	552 (600-1)	720-1½ 552 (600-1½)	NA
CIRCLING	720-1	552 (600-1)	720-1½ 552 (600-1½)	NA



MIRL Rwy 16-34 0  
REIL Rwy 16 and 34 0

WAAS CH <b>90308</b> <b>W34A</b>	APP CRS <b>341°</b>	Rwy Idg <b>4002</b> TDZE <b>168</b> Apt Elev <b>168</b>
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**RNAV (GPS) RWY 34**

BASTROP/MOREHOUSE MEMORIAL (BQP)

▼ Baro-VNAV NA when using Monroe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Monroe altimeter setting. When local altimeter setting not received, use Monroe altimeter setting and increase all DA/MDA 60 feet and all visibilities ¼ mile.

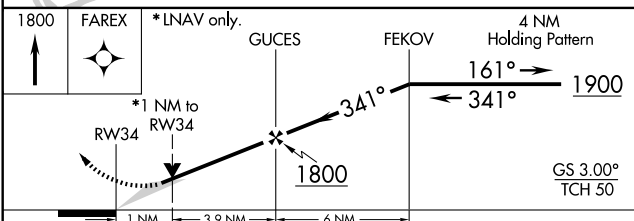
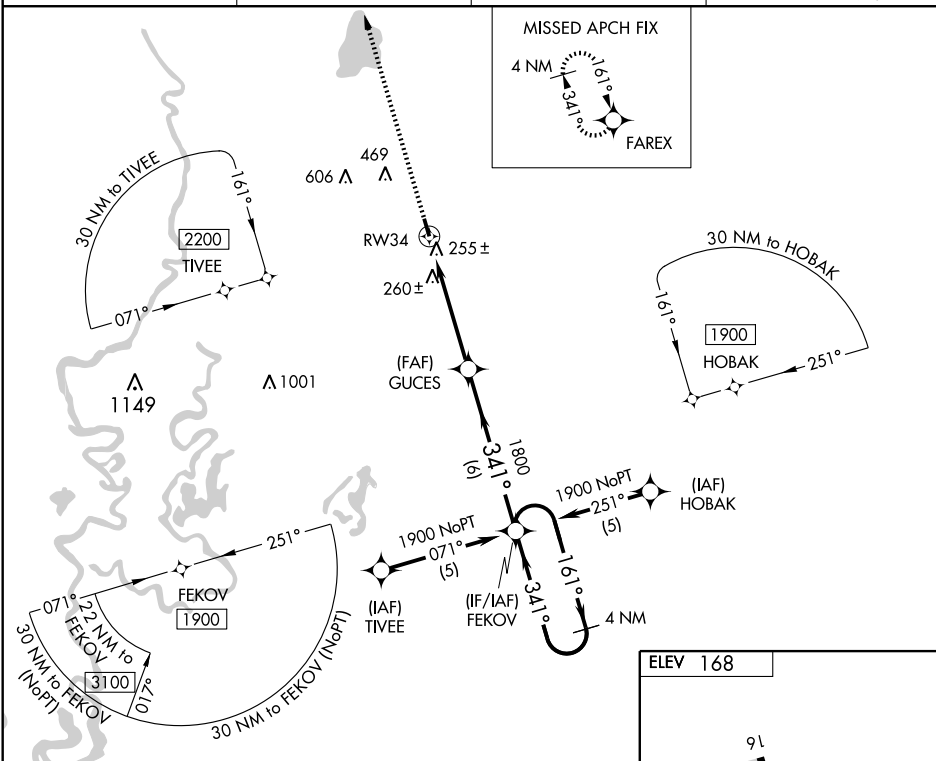
MISSED APPROACH:  
Climb to 1800 direct  
FAREX and hold.

AWOS-3  
**118.375**

MONROE APP CON ★  
**126.9 307.9**

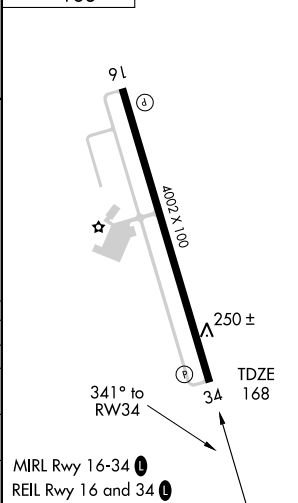
GCO  
**135.075**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	508-1¼	340 (400-1¼)		NA
LNAV/VNAV DA	551-1¼	383 (400-1¼)		NA
LNAV MDA	520-1	352 (400-1)		NA
CIRCLING	560-1 392 (400-1)	620-1 452 (500-1)	620-1½ 452 (600-1½)	NA

ELEV 168



VORTAC MLU <b>117.2</b> Chan <b>119</b>	APP CRS <b>026°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>167</b>
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VOR/DME-A

BASTROP/MOREHOUSE MEMORIAL (BQP)

**NA** If local altimeter setting not received, use Monroe altimeter setting and increase all MDAs 60 feet.

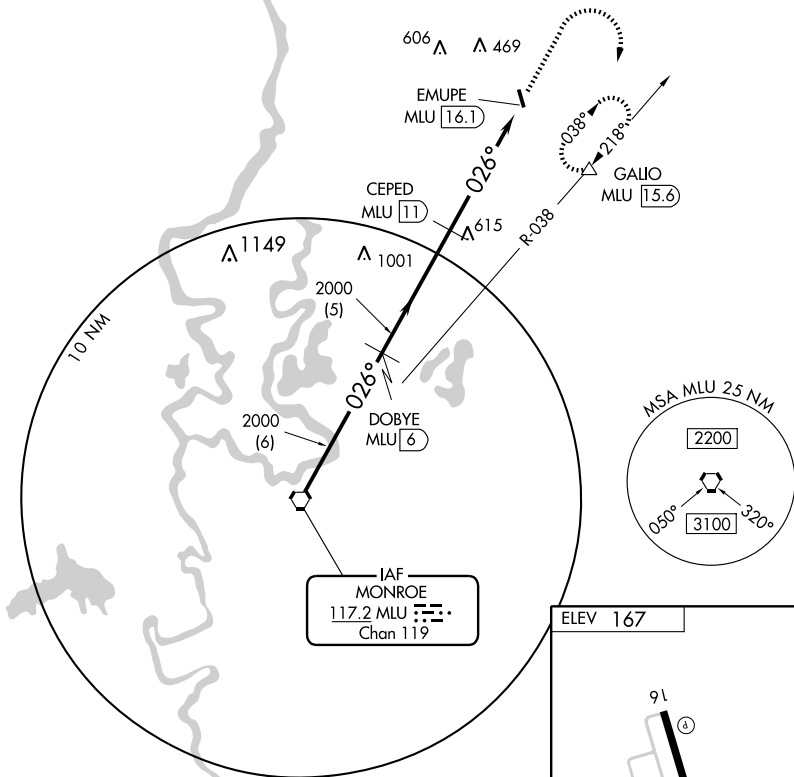
**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 via MLU R-038 to GALJO/MLU 15.6 DME and hold.

AWOS-3  
**118.375**

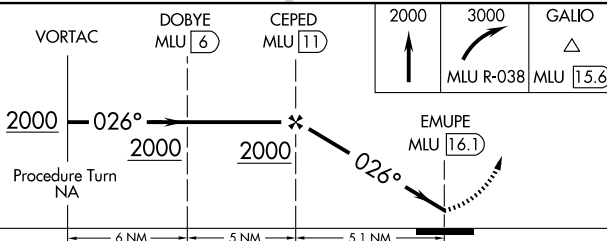
MONROE APP CON \*  
**126.9 307.9**

GCO  
**135.075**

UNICOM  
**122.8** (CTAF) **1**



ELEV 167



026° 5.1 NM from FAF

MIRL Rwy 16-34 **1**  
REIL Rwy 16 and 34 **1**

10210

## AIRPORT DIAGRAM

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

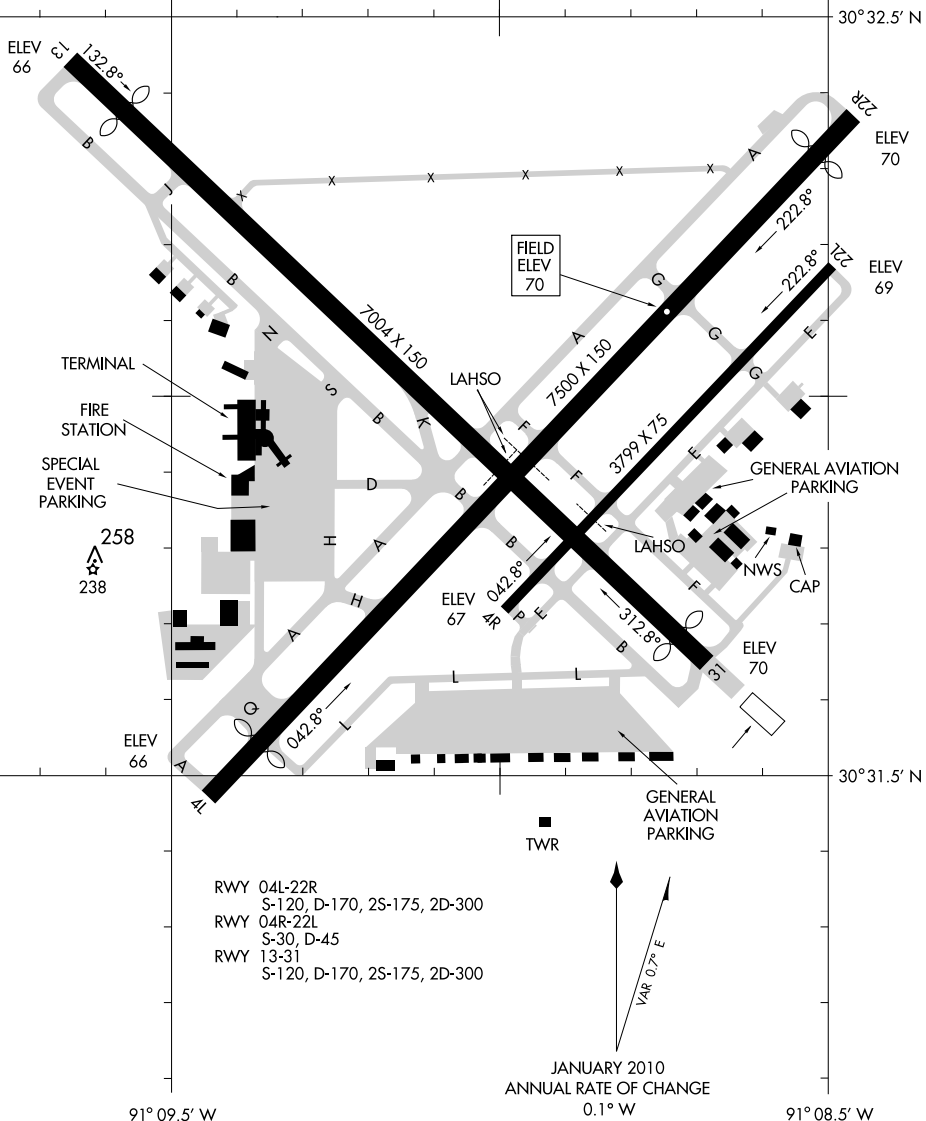
AL-40 (FAA)

BATON ROUGE, LOUISIANA

ATIS  
125.2  
RYAN TOWER ★  
118.45 257.8  
GND CON  
121.9  
CLNC DEL  
119.4

D

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

10210

BATON ROUGE, LOUISIANA  
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)



**BATON ROUGE METROPOLITAN, RYAN FLD** (BTR) 4 N UTC-6(-5DT)

N30°31.97' W91°08.99'

**HOUSTON**

H-70, L-21B, 22F

70 B S4 **FUEL** 100LL, JET A OX 1, 3 LRA Class I, ARFF Index C NOTAM FILE BTR

IAP, AD

**RWY 04L-22R:** H7500X150 (CONC-GRVD) S-120, D-170, 2S-175, 2D-300 HIRL CL**RWY 04L:** VASI(V4L)—GA 3.0° TCH 52'. Thld dsplcd 600'. Pole.**RWY 22R:** MALSR. TDZL. VASI(V4L)—GA 3.0° TCH 52'. Thld dsplcd 424'. Trees. Rgt tfc.**RWY 13-31:** H7004X150 (ASPH-GRVD) S-120, D-170, 2S-175, 2D-300 HIRL**RWY 13:** MALSR. Thld dsplcd 597'. Pole.**RWY 31:** MALSR. VASI(V4L)—GA 3.0° TCH 52'. Thld dsplcd 315'.

Road.

**RWY 04R-22L:** H3799X75 (ASPH) S-30, D-45 MIRL**RWY 04R:** PAPI(P2L). Tree. Rgt tfc.**RWY 22L:** PAPI(P2L). Tree.**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
<b>RWY 13</b>	04-22R	4140
<b>RWY 22L</b>	13-31	2900
<b>RWY 22R</b>	13-31	3450

**RUNWAY DECLARED DISTANCE INFORMATION**

<b>RWY 04L:</b>	TORA-7500	TODA-7500	ASDA-7500	LDA-6900
<b>RWY 04R:</b>	TORA-3799	TODA-3799	ASDA-3799	LDA-3799
<b>RWY 13:</b>	TORA-7004	TODA-7004	ASDA-7004	LDA-6407
<b>RWY 22L:</b>	TORA-3799	TODA-3799	ASDA-3799	LDA-3799
<b>RWY 22R:</b>	TORA-7500	TODA-7500	ASDA-7500	LDA-7076
<b>RWY 31:</b>	TORA-7004	TODA-7004	ASDA-7004	LDA-6691

**ARRESTING GEAR/SYSTEMS****RWY 13 EMAS**

**AIRPORT REMARKS:** Attended 1100-0600Z†. Rwy 13-31 CLOSED indef. 24 hrs PPR for unscheduled air carrier ops with more than 30 passenger seats 0600-1100Z†, call arpt manager 225-355-2068/0333. Rwy 04R-22L not avbl for air carrier ops with more than 30 passenger seats. Migratory birds on and in vicinity of arpt during months of Mar, Apr, Sep and Oct. When twr clsd use 121.9 to ctc ARFF for emergency request. Ramp and twy lane adjacent to the commercial air carrier terminal building is limited to commercial air carrier and passenger airtaxi acft only. Twy L weight restrictions: single 68,000 pounds, dual 75,000 pounds, dual tandem 106,000 pounds. Twy E weight restrictions: single 44,000 lbs, dual 55,000 lbs, dual tandem 93,000 lbs. Twy B clsd between Rwy 13-31 and Twy A indef. Twy M clsd indefinitely. Rwy 13 MALSR OTS indef. Rwy 31 VASI and Rwy 31 MALSR OTS indef. ACTIVATE MALSR Rwy 22R and Rwy 13 and MALSR Rwy 31—CTAF. When twr clsd HIRL Rwy 13-31 and Rwy 04L-22R preset low instst, to increase instst ACTIVATE—CTAF. MIRL Rwy 04R-22L not avbl. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (225) 356-2305. LLWAS.**COMMUNICATIONS:** CTAF 118.45 ATIS 125.2 UNICOM 122.95

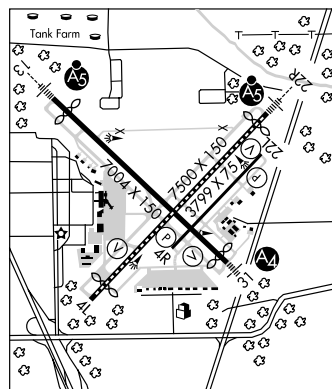
RCO 122.2 (DE RIDDER RADIO)

Ⓡ APP/DEP CON 120.3 (West) 126.5 (East) (1100-0600Z†)

Ⓡ HOUSTON CENTER APP/DEP CON 126.35 (0600-1100Z†)

**TOWER** 118.45 (1100-0600Z†) **GND CON** 121.9 **CLNC DEL** 119.4**AIRSPACE:** CLASS C svc 1100-0600Z† ctc APP CON other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTR.

(L) VORTACW 116.5 BTR Chan 112 N30°29.11' W91°17.64' 063° 8.0 NM to fld. 20/6E.

**RUNDI NDB (LOM)** 284 BT N30°34.97' W91°12.66' 130° 4.4 NM to fld.**ILS/DME** 110.3 I-BTR Chan 40 Rwy 13. Class ID. LOM RUNDI NDB. ILS unmonitored when twr clsd.**ILS/DME** 108.7 I-CLZ Chan 24 Rwy 22R. Class IE. ILS unmonitored when twr clsd.**ASR** (1100-0600Z†)**BEAUREGARD PARISH** (See DE RIDDER)**BELCHER** N32°46.28' W93°48.60' NOTAM FILE SHV.**MEMPHIS**

(H) VORTACW 117.4 EIC Chan 121 160° 14.3 NM to Shreveport Downtown. 190/7E.

H-61, L-17E

**BLUEBIRD HILL** (See KEITHVILLE)**BOGALUSA** N30°52.90' W89°51.73' NOTAM FILE DRI.**NEW ORLEANS****NDB (MHW)** 353 GVB 182° 4.1 NM to George R. Carr Mem Air Fld.

L-21B, 22F

LOC/DME I-BTR	APP CRS	Rwy Idg	<b>6407</b>
<u><b>110.3</b></u>	<b>130°</b>	TDZE	<b>67</b>
Chgn <b>40</b>		Apt Elev	<b>70</b>

ILS or LOC RWY 13

Baton Rouge Metropolitan, Ryan Field (BTR)

**T** When VGSI inoperative, circling to Rwy 4L NA at night.  
**A** \* RVR 1800 authorized with the use of FD or AP or  
 ASD HUD to DA.

MALSR

**MISSED APPROACH:** Climb to 500 then climbing right turn to 2000 direct BTR VORTAC and hold.

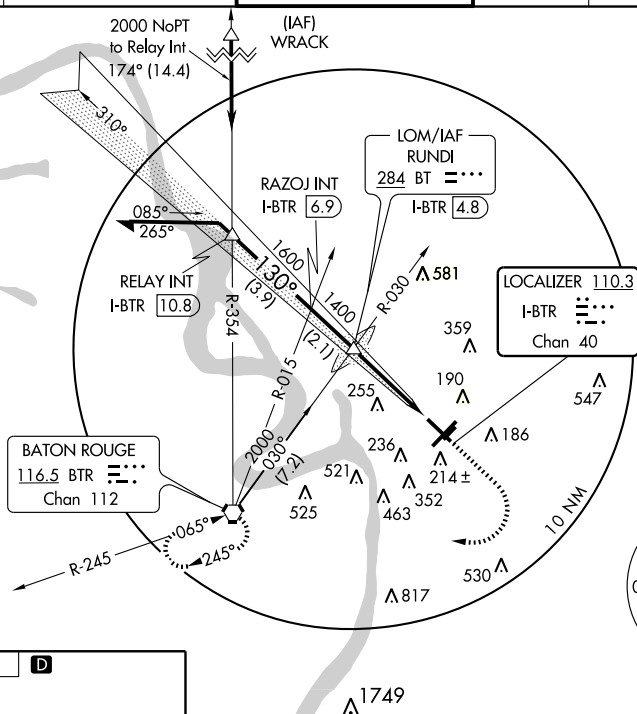
ATIS  
125.2

BATON ROUGE APP CON ★  
120.3 278.3

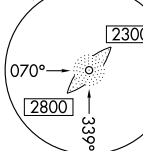
RYAN TOWER ★  
118.45 (CTAF) 257.8

GND CON  
121.9

CLNC DER  
119.4

UNICOM  
122.95

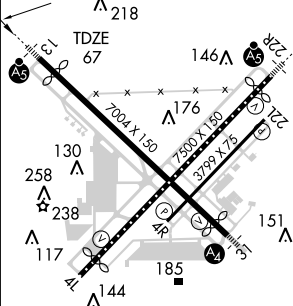
MSA BT 25 NM



FLEV

**D**

130° 3.7 NM  
from FAF ▲



TDZ/CL Rwy 4L and 22R  
HIRL Rwy 13-31 and 4L-22R **L**  
MIRL Rwy 4R-22L

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

Baton Rouge, Louisiana

Amdt 27C 08325

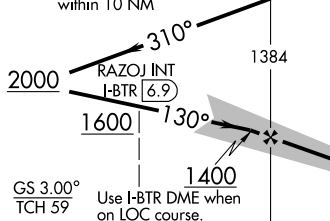
	RUNDI LOM/INT
Remain	I-BTR 4.8

500

2000

---

BTR



I-BTR  
11

—

1.

	2.1 NM		3.7 NM		
CATEGORY	A		B		C
S-ILS 13			*267/24		200 (200-½)
S-LOC 13	480/24 413 (500-½)		480/40 413 (500-¾)		
CIRCLING	560-1 490 (500-1)		660-1½ 590 (600-1½)		680-2 610 (700-2)

Baton Rouge Metropolitan, Ryan Field (BTR)

30° 32' N-91° 09' W

ILS or LOC RWY 13

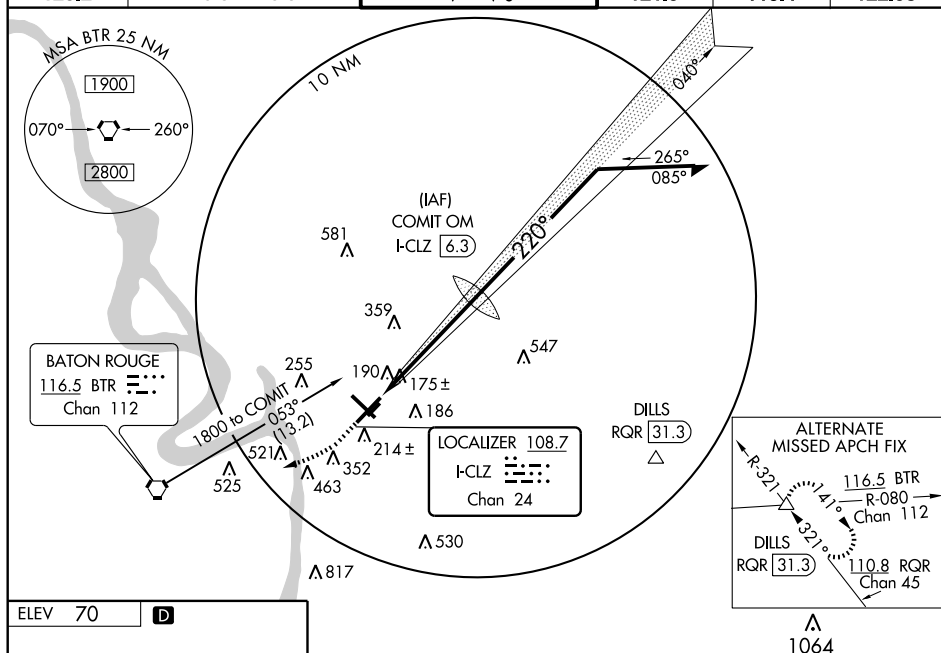
# ILS or LOC RWY 22R

## BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

MALSR

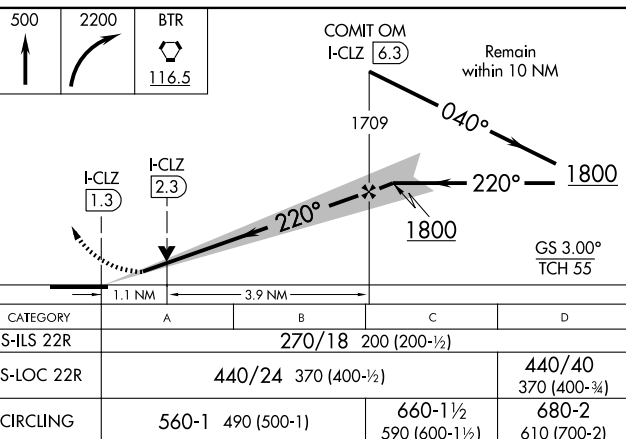
**MISSED APPROACH:** Climb to 500 then climbing right turn to 2200 direct BTR VORTAC.

ATIS	BATON ROUGE APP CON ★		RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3	278.3	118.45 (CTAF) 0 257.8	121.9	119.4	122.95



BATON ROUGE, LOUISIANA  
Amdt 10A 08325

## DME or RADAR REQUIRED



Baton Rouge Metropolitan, Ryan Field (BTR)

30° 32' N-91° 09' W

ILS or LOC RWY 22R

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
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BATON ROUGE, LA

BATON ROUGE METROPOLITAN,

RYAN FIELD (BTR)

13

04L-22R

4,140 feet

22R

13-31

3,450 feet

22L

13-31

2,900 feet

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

LOM BT <b>284</b>	APP CRS <b>311°</b>	Rwy Idg TDZE Apt Elev	<b>6689</b> <b>70</b> <b>70</b>
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**NDB RWY 31**

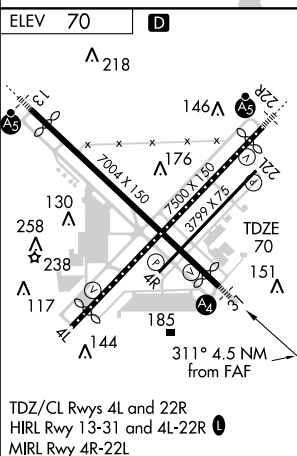
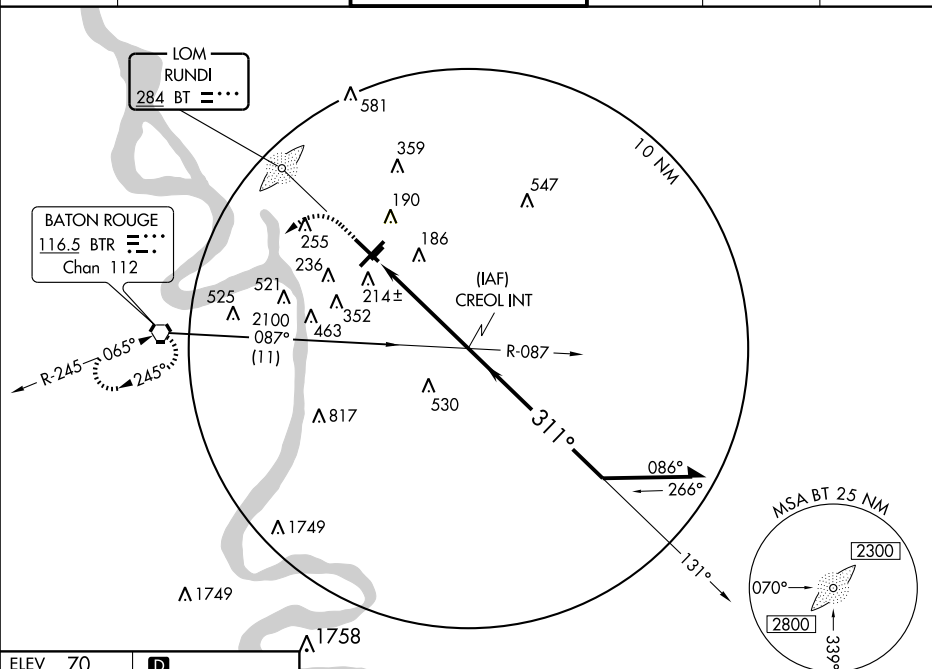
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

**V** Inoperative table does not apply to Cats B and C.  
**A** When VGSI inoperative, circling to Rwy 4L NA at night.  
**ASR**

**MALS**  
**A** 

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2100 direct BTR VORTAC and hold.




ATIS <b>125.2</b>	BATON ROUGE APP CON ★ <b>120.3 278.3</b>	RYAN TOWER ★ <b>118.45 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.4</b>	UNICOM <b>122.95</b>
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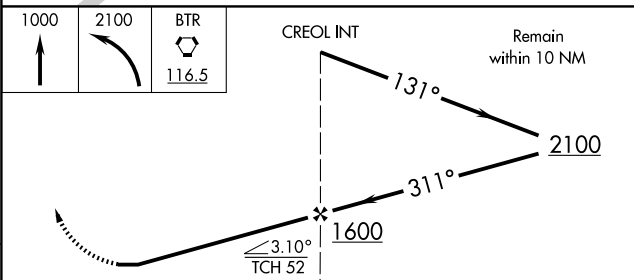


FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

BATON ROUGE, LOUISIANA

Amdt 2B 08325

1000	2100	BTR
		
		116.5



CATEGORY	A	B	C	D
S-31	880-3/4 810 (900-3/4)	880-1 1/4 810 (900-1 1/4)	880-2 1/2 810 (900-2 1/2)	880-2 3/4 810 (900-2 3/4)
CIRCLING	880-1 810 (900-1)	880-1 1/4 810 (900-1 1/4)	880-2 1/2 810 (900-2 1/2)	880-2 3/4 810 (900-2 3/4)

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

30° 32' N-91° 09' W

**NDB RWY 31**

WAAS Ch <b>81825</b> <b>W04A</b>	APP CRS <b>040°</b>	Rwy Idg <b>6900</b> TDZE <b>69</b> Apt Elev <b>70</b>
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## RNAV (GPS) RWY 4L

Baton Rouge Metropolitan, Ryan Field (BTR)

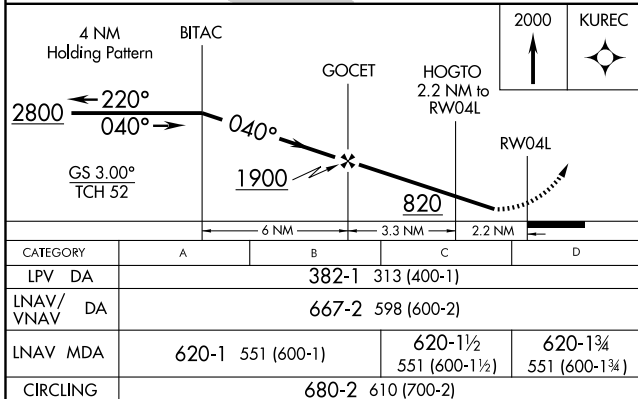
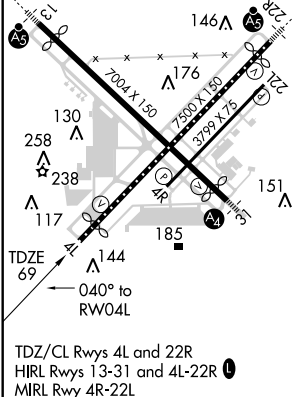
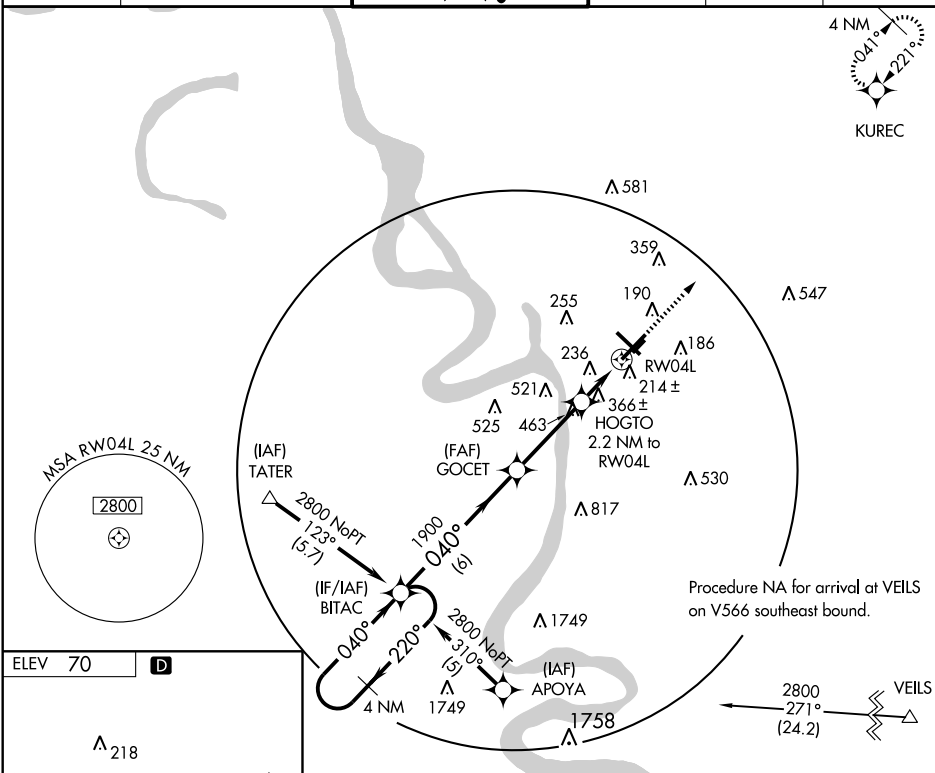
**T** DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV NA when using Hammond Northshore Rgnl altimeter setting.

**A** When VGSi inoperative, straight-in/circling Rwy 4L procedure NA at night.

ASR

**MISSED APPROACH:**  
Climb to 2000 direct  
KUREC and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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Baton Rouge, Louisiana

Amdt 1A 08325

Baton Rouge Metropolitan, Ryan Field (BTR)

30°32'N-91°09'W

# RNAV (GPS) RWY 4L

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4. 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>72817</b> <b>W13A</b>	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	<b>6407</b> <b>67</b> <b>70</b>
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## RNAV (GPS) RWY 13

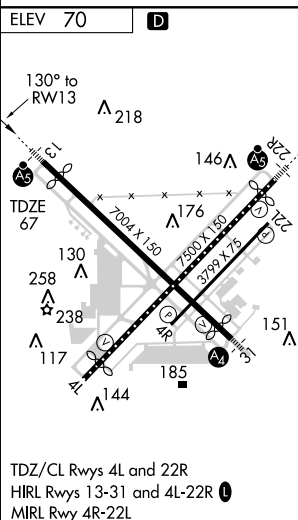
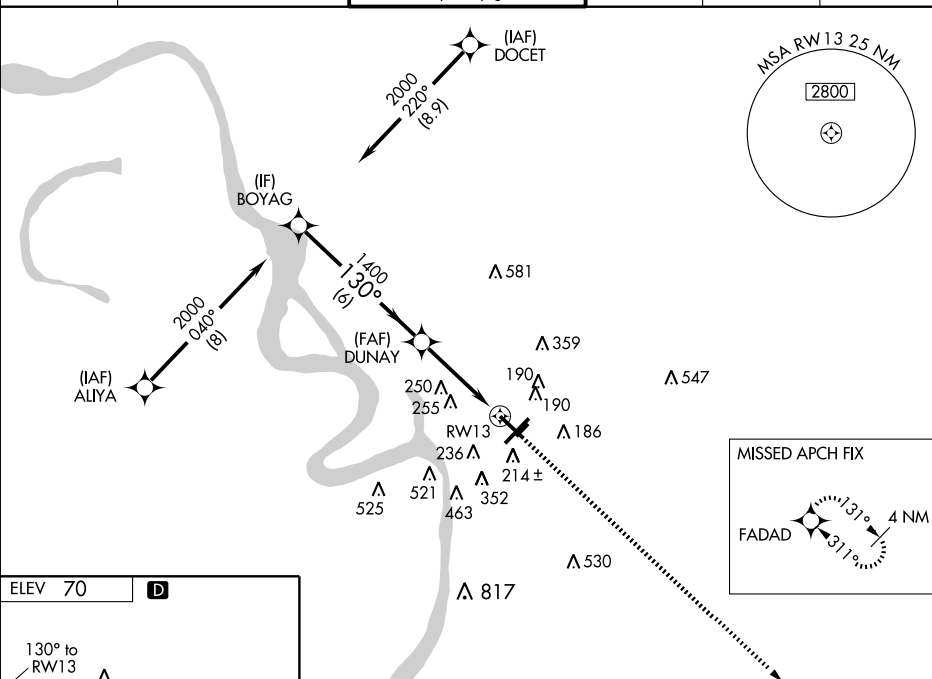
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

**⚠** When VGSI inoperative, circling Rwy 4L NA at night. Baro-VNAV NA when using Hammond altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet, and increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile, circling Cat C visibility ½ mile, and circling Cat D visibility ¼ mile. For inoperative MALSR when using Hammond altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV Cat C visibility to 1½ mile and LNAV Cat D visibility to 1¾ mile. VDP NA with Hammond altimeter setting.



**MISSED APPROACH:**  
Climb to 2300 direct  
FADAD and hold.

ATIS <b>125.2</b>	BATON ROUGE APP CON ★ <b>120.3 278.3</b>	RYAN TOWER ★ <b>118.45 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.4</b>	UNICOM <b>122.95</b>
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BATON ROUGE, LOUISIANA

Amdt 1 03JUN10

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

30° 32' N-91° 09' W

RNAV (GPS) RWY 13

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS Ch <b>86225</b> <b>W22A</b>	APP CRS <b>221°</b>	Rwy Idg TDZE Apt Elev	<b>7076</b> <b>70</b> <b>70</b>
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## RNAV (GPS) RWY 22R

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

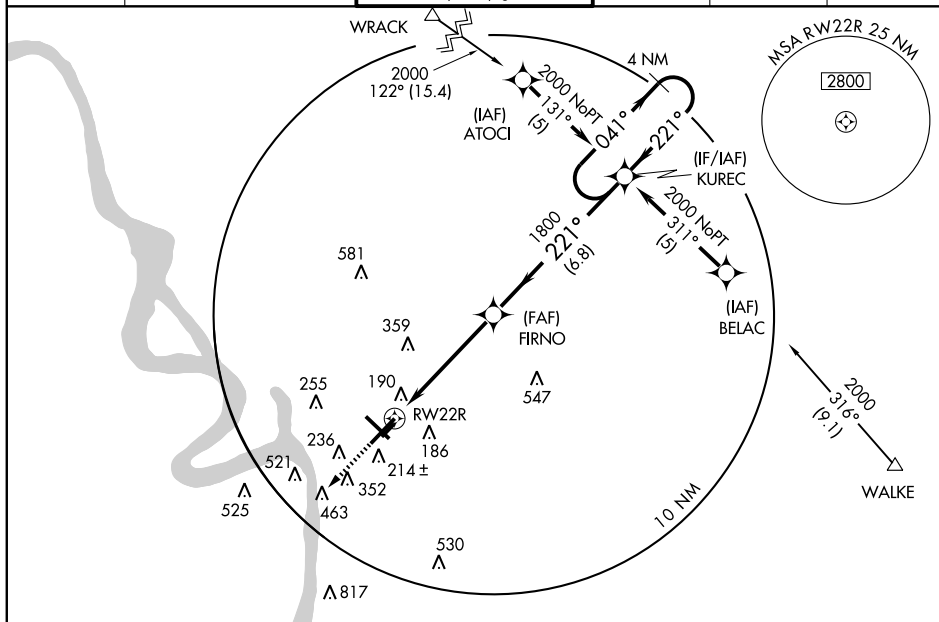
**▼** DME/DME RNP-0.3 NA. Baro-VNAV NA below -1.5°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. For inoperative MALSR increase LPV visibility to RVR 5000 all CATs. Baro-VNAV and VDP NA when using Hammond Northshore Rgnl altimeter setting. When VGSI inoperative, circling Rwy 4L NA at night.

MALSR

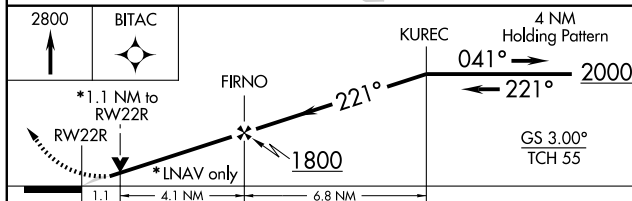


**MISSED APPROACH:**  
Climb to 2800 direct  
BITAC and hold.

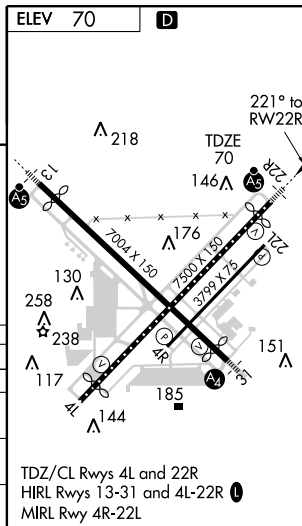
ATIS <b>125.2</b>	BATON ROUGE APP CON * <b>120.3 278.3</b>	RYAN TOWER * <b>118.45 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.4</b>	UNICOM <b>122.95</b>
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BITAC



CATEGORY	A	B	C	D
LPV DA	384/24	314 (400-1/2)		
LNAV/VNAV DA	529/50	459 (500-1)		
LNAV MDA	480/24 410 (500-1/2)	480/40 410 (500-3/4)	480/50 410 (500-1)	
CIRCLING	560-1 1/2 490 (500-1 1/2)	660-1 1/2 590 (600-1 1/2)	680-2 610 (700-2)	



BATON ROUGE, LOUISIANA

Amdt 1A 08325

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

30°32' N- 91°09' W

RNAV (GPS) RWY 22R

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010



WAAS Ch <b>90125</b> <b>W31A</b>	APP CRS <b>311°</b>	Rwy Idg <b>6689</b> TDZE <b>70</b> Apt Elev <b>70</b>
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## RNAV (GPS) RWY 31

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

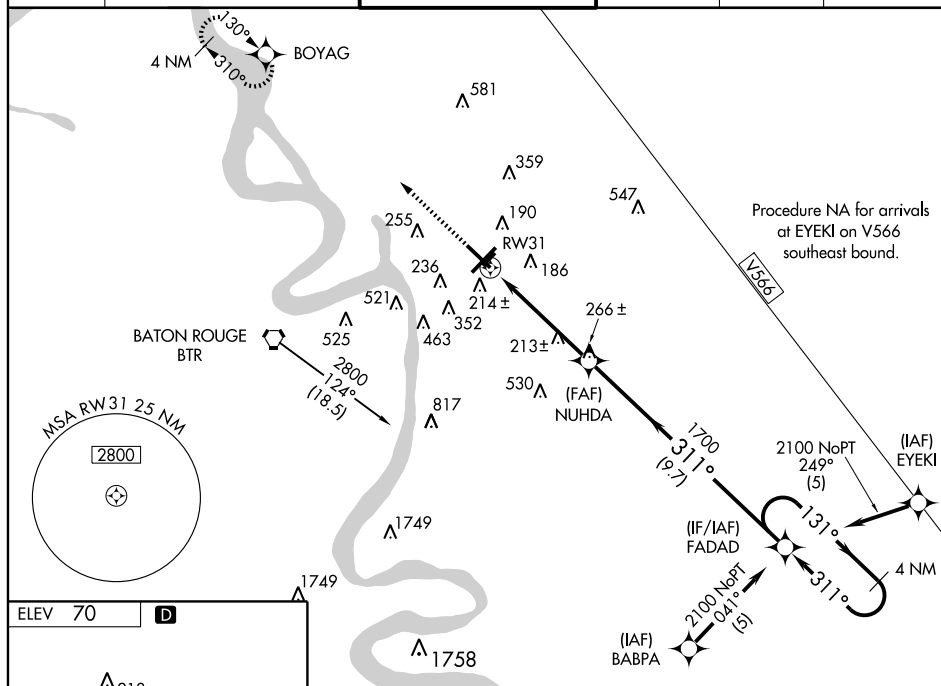
**▽** DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. BARO-VNAV and VDP NA when using Hammond Northshore Rgnl altimeter setting. Inoperative table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cats C and D. When VGSI inoperative, circling Rwy 4L NA at night.

MALS

A4 -

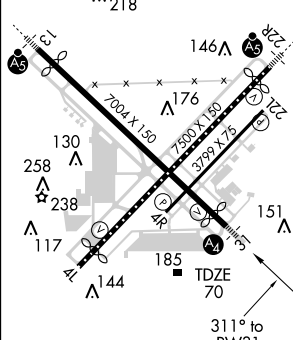
MISSED APPROACH:  
Climb to 2000 direct  
BOYAG and hold.

ATIS <b>125.2</b>	BATON ROUGE APP CON ★ <b>120.3 278.3</b>	RYAN TOWER ★ <b>118.45 (CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.4</b>	UNICOM <b>122.95</b>
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ELEV 70

D



TDZ/CL Rws 4L and 22R  
HIRL Rws 13-31 and 4L-22R  
MIRL Rwy 4R-22L

BATON ROUGE, LOUISIANA

Amdt 1B 08325

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

30°32' N- 91°09' W

## RNAV (GPS) RWY 31

VORTAC BTR  
116.5  
Chan 112

APP CRS  
240°

Rwy Idg  
TDZE  
Apt Elev

7076  
70  
70

VOR/DME RWY 22R

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

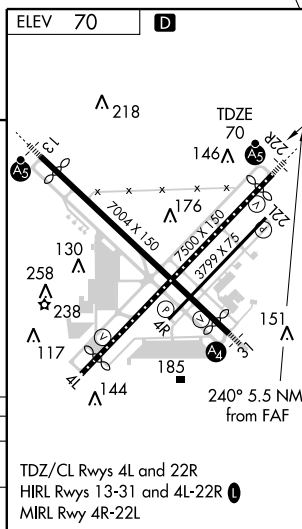
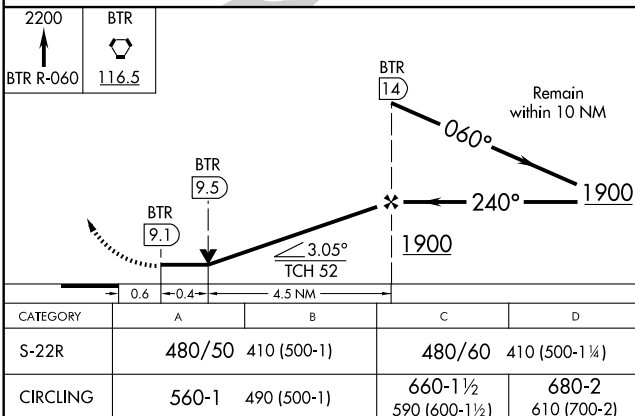
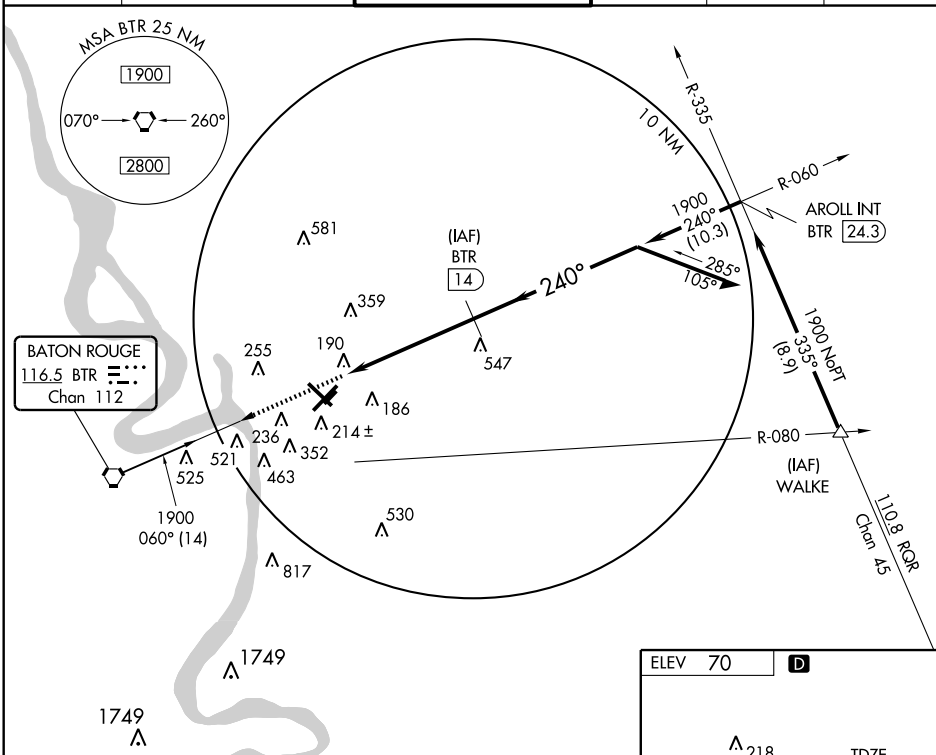


When VGSi inoperative, circling to Rwy 4L NA at night.  
Inoperative table does not apply.



MISSED APPROACH: Climb to 2200  
via BTR R-060 to BTR VORTAC.

ATIS	BATON ROUGE APP CON *	RYAN TOWER *	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) 0 257.8	121.9	119.4	122.95



BATON ROUGE, LOUISIANA  
Amdt 8F 08325

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)  
30° 32' N-91° 09' W

VOR/DME RWY 22R

VORTAC BTR  
**116.5**  
Chan **112**

APP CRS  
**065°**

Rwy Idg  
TDZE **70**  
Apt Elev **70**

**VOR RWY 4L**

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

▼ NoPT for arrivals on BTR VORTAC airway radials  
239 CW 301. When VGSI inoperative,  
ASR straight-in/circling Rwy 4L procedure NA at night.

MISSED APPROACH: Climb to 2500 via BTR R-060 to AROLL  
INT and hold.

ATIS  
**125.2**

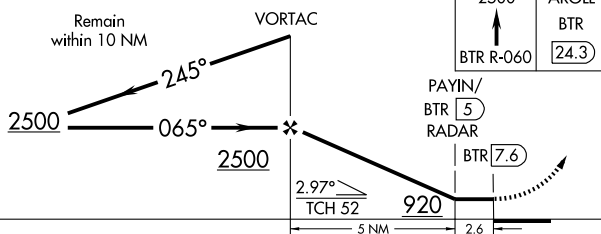
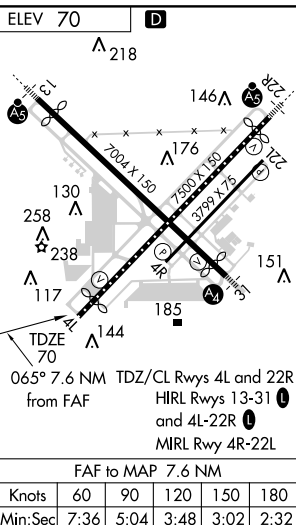
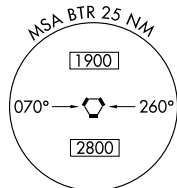
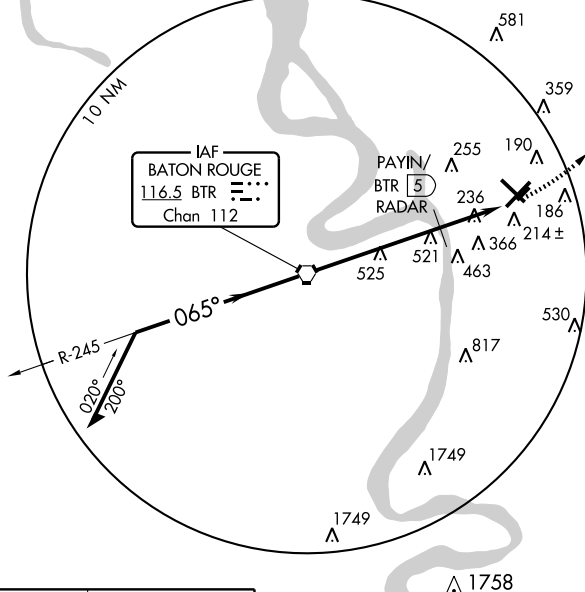
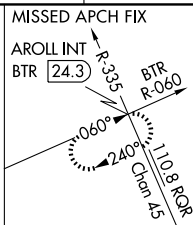
BATON ROUGE APP CON ★  
**120.3 278.3**

RYAN TOWER ★  
**118.45 (CTAF) 0 257.8**

GND CON  
**121.9**

CLNC DEL  
**119.4**

UNICOM  
**122.95**



CATEGORY	A	B	C	D
S-4L	920-1 850 (900-1)	920-1½ 850 (900-1½)	920-2½ 850 (900-2½)	920-2¾ 850 (900-2¾)
CIRCLING	920-1 850 (900-1)	920-1½ 850 (900-1½)	920-2½ 850 (900-2½)	920-2¾ 850 (900-2¾)
PAYIN FIX MINIMUMS				
S-4L	620-1 550 (600-1)	620-1½ 550 (600-1½)	620-1¾ 550 (600-1¾)	620-2 550 (600-2)
CIRCLING	620-1 550 (600-1)	620-1½ 550 (600-1½)	620-1¾ 550 (600-1¾)	620-2 550 (600-2)

BATON ROUGE, LOUISIANA

Amdt 17A 08325

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

30° 32' N-91° 09' W

**VOR RWY 4L**

## BOGALUSA

**GEORGE R. CARR MEM AIR FLD** (BXA) 2 N UTC-6(-5DT) N30°48.82' W89°51.90'

NEW ORLEANS

119 B S4 FUEL 100LL, JET A NOTAM FILE DRI

H-6J, 8F, L-21B, 22F

RWY 18-36: H5000X100 (ASPH) S-22 MIRL

**IAP**

**RWY 18:** REIL. PAPI(P2L)—GA 3.0° TCH 19'. Thld dsplcd 594'.

**RWY 36:** REIL. PAPI(P2L)—GA 3.0° TCH 52'. Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z+. Rwy 18-36 pavement has some high and low areas. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk-dawn to increase ints—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.025 (985) 732-6224.

**COMMUNICATIONS: CTAF/UNICOM 122.8**

® HOUSTON CENTER APP/DEP CON 126.8

**GCO 135.075 (DE RIDDER FSS)**

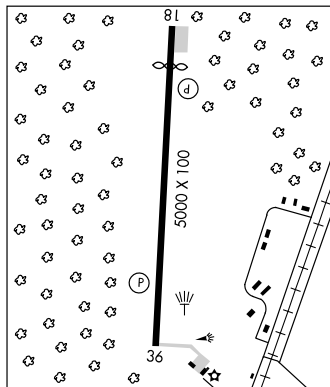
**RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.**

**PICAYUNE (L) VORTAC** 112.2 PCU Chan 59 N30°33.67'  
W89°43.83' 330° 16.6 NM to fld. 70/5E.

BOGALUSA NDB (MHW) 353 GVB N30°52.90' W89°51.73'

182° 4.1 NM to fld. NOTAM FILE DRI. Unmonitored.

**ILS 111.1** I-BXA Rwy 18. LOM CARMA NDB. LOC only.



## BRISTOL

KIBS AIR PARK (L89) 3SE UTC-6(-5DT) N30°22.88' W92°08.76'

HOUSTON

51 NOTAM FILE DRI

RWY 09-27: 2640X80 (TURF)

RWY 09: Thld dspld 250'. Road. RWY 27: Trees

**AIRPORT REMARKS:** Attended continuously. Dsplcd thld marked with orange cones.

**COMMUNICATIONS: CTAF 122.9**

**BUNKIE MUNI** (2R6) 2 S UTC-6(-5DT) N30°57.40' W92°14.05'

HOUSTON

62 B NOTAM FILE DRI

L-21B, 22E

RWY 18-36: H3005X75 (ASPH) S-8 MIRL

IAP

**RWY 18:** REIL, PAPI(P2L)—GA 3.0° TCH 25'. **RWY 36:** REIL, PAPI(P2L)—GA 3.25° TCH 26'. P-line.

**AIRPORT REMARKS:** Unattended. Emergency fuel avbl call 318-264-2922. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn. to increase ints ACTIVATE—CTAF.

**COMMUNICATIONS: CTAF 122.9**

® POLK APP/DEP CON 125.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 140° 22.6 NM to fld.  
80/3E. HIWAS.

**NDB (MHW) 397**    **BWK**    **N30°51.93' W92°14.05'**    **357° 5.5 NM to fld. NOTAM FILE DRI.**

**BYERLEY** (See LAKE PROVIDENCE)

**CE 'RUSTY' WILLIAMS** (See MANSFIELD)

CHENNAULT INTL (See LAKE CHARLES)

LOC I-BXA  
**111.1**

APP CRS  
**183°**

Rwy Idg **4406**  
TDZE **119**  
Apt Elev **119**

LOC RWY 18

BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (B.X.A.)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received; use Lakefront altimeter setting and increase all MDA 140 feet; increase S-18 Cat C visibility ½ mile and Circling Cat C visibility ½ mile. ADF Required

MISSED APPROACH: Climbing left turn to 2000 direct PCU VOR/DME and hold.

AWOS-3  
**118.025**

HOUSTON CENTER  
**126.8 327.8**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF) 0**

880  
△  
McCOMB  
116.7 MCB  
Chan 114

2000 to NDB  
138°  
(32.5)

ADF  
REQUIRED

ALTERNATE MISSED  
APCH FIX  
FLORENVILLE  
371 FNA



LOCALIZER **111.1**  
I-BXA

757  
△

330  
△

253  
△

349  
△

504  
△

359  
△

471  
△

183°

318°

003°

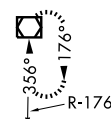
IAF  
BOGALUSA  
353 GVB

MSA GVB 2.5 NM

1900

MISSED APCH FIX

PICAYUNE  
112.2 PCU  
Chan 59



ELEV **119**

183° 3.8 NM  
from FAF

TDZE  
119

81  
④

5000 X 100

36  
⑤

REIL Rwy 18 and 36  
MIRL Rwy 18-36

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

2000

PCU  
112.2

PICAYUNE  
112.2 PCU  
Chan 59

NDB

003°

Remain  
within 10 NM

2000

1500

183°

VGSI and descent angles  
not coincident.

3.36°  
TCH 45

3.8 NM

CATEGORY	A	B	C	D
S-18	600-1 481 (500-1)		600-1¼ 481 (500-1¼)	NA
CIRCLING	620-1 501 (600-1)		720-1¾ 601 (700-1¾)	NA

WAAS CH <b>72613</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg TDZE <b>119</b> Apt Elev <b>119</b>	<b>4406</b>
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**RNAV (GPS) RWY 18**

BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (B.X.A.)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

- ▼ Baro-VNAV NA when using Lakefront altimeter setting. When local altimeter setting not received, use Lakefront altimeter setting and increase all DA 124 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats. visibility ½ mile, increase LNAV Cat. C visibility ¼ mile, and increase Circling Cat. C visibility ½ mile.

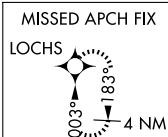
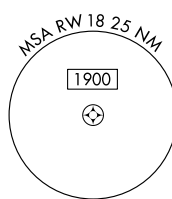
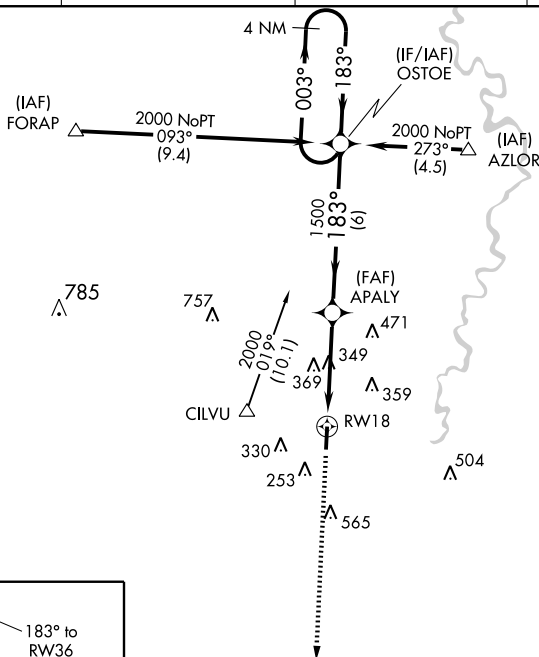
MISSED APPROACH: Climb to 2000 direct LOCHS and hold.

AWOS-3  
**118.025**

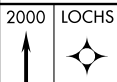
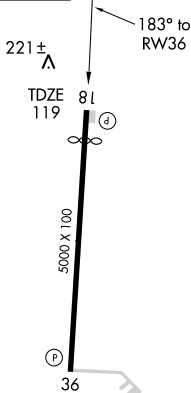
HOUSTON CENTER  
**126.8 327.8**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF) 0**

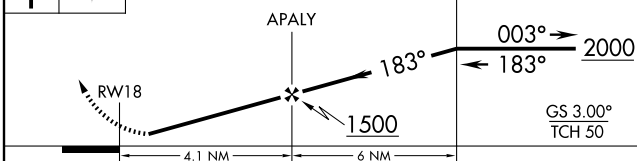


ELEV **119**



VGSI and RNAV Glidepath not coincident.

OSTOE 4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	463-1¼	344 (400-1¼)		NA
LNAV/VNAV DA	532-1½	413 (500-1½)		NA
LNAV MDA	620-1	501 (600-1)	620-1½ 501 (600-1½)	NA
CIRCLING	620-1	501 (600-1)	720-1¾ 601 (700-1¾)	NA

REIL Rwy 18 and 36 0  
MIRL Rwy 18-36 0

WAAS  
CH **62913**  
**W36A**

APP CRS  
**003°**

Rwy Idg **5000**  
TDZE **117**  
Apt Elev **119**

**RNAV (GPS) RWY 36**

BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (B.X.A.)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

- ▼ VDP and Baro-VNAV NA when using Lakefront altimeter setting. When local altimeter setting not received, use Lakefront altimeter setting and increase all DA 124 feet and all MDA 140 feet, increase LPV all Cats. visibility ½ mile, increase LNAV and Circling Cat. B visibility ¼ mile, increase LNAV and Circling Cat. C visibility ½ mile, increase LNAV/VNAV all Cats. visibility 1 mile.

MISSED APPROACH: Climb to 2000 direct OSTOE and hold.

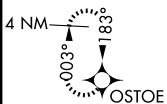
AWOS-3  
**118.025**

HOUSTON CENTER  
**126.8 327.8**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF) 1**

MISSED APCH FIX



785

757

471

349

359

504

369

330

253

565

2000

003° (6)

2000

003° (5)

2000

003° (5)

2000

003° (5)

2000

003° (5)

2000

003° (5)

2000

003° (5)

2000

003° (5)

2000

003° (5)

2000

003° (5)

2000

003° (5)

2000

003° (5)

2000

003° (5)

2000

003° (5)

2000

003° (5)

2000

003° (5)

2000

003° (5)

PLUGG

2000

213°

(17.6)

MSA RW36 25 NM

1900



2000

069°

(12.7)

RYTHM

Procedure NA for arrivals at RYTHM via V543 Southwest Bound.

ELEV 119

REIL Rwy 18 and 36 1

MIRL Rwy 18-36 1

4 NM

Holding Pattern

LOCHS

FLOID

2000

OSTOE

\* LNAV Only

2000

183°

003°

003°

2000

GS 3.00°

TCH 50

2000

1.6 NM to RW36

6 NM

4.1 NM

1.6

CATEGORY

A

B

C

D

LPV DA

470-1¼ 353 (400-1¼)

NA

LNAV/ VNAV DA

981-3 864 (900-3)

NA

LNAV MDA

820-1 703 (800-1)

820-2 703 (800-2)

NA

CIRCLING

820-1 701 (800-1)

820-2 701 (800-2)

NA

TDZE

117

36

003° to RW36

81

5000 X 100

36

003° to RW36

36

003° to RW36

36

003° to RW36

PCU VOR/DME <b>112.2</b> Chan <b>59</b>	APP CRS <b>150°</b>	Rwy Idg TDZE Apt Elev <b>119</b>	<b>N/A</b> <b>N/A</b>
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# VOR/DME-A

BOGALUSA/GEORGE R. CARR MEMORIAL AIR FIELD (B.X.A)

▼ If local altimeter setting not received;  
▲ NA use New Orleans Lakefront altimeter setting  
and increase all MDAs 220 feet.

MISSED APPROACH: Climb to  
2000 direct PCU VOR/DME.

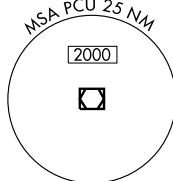
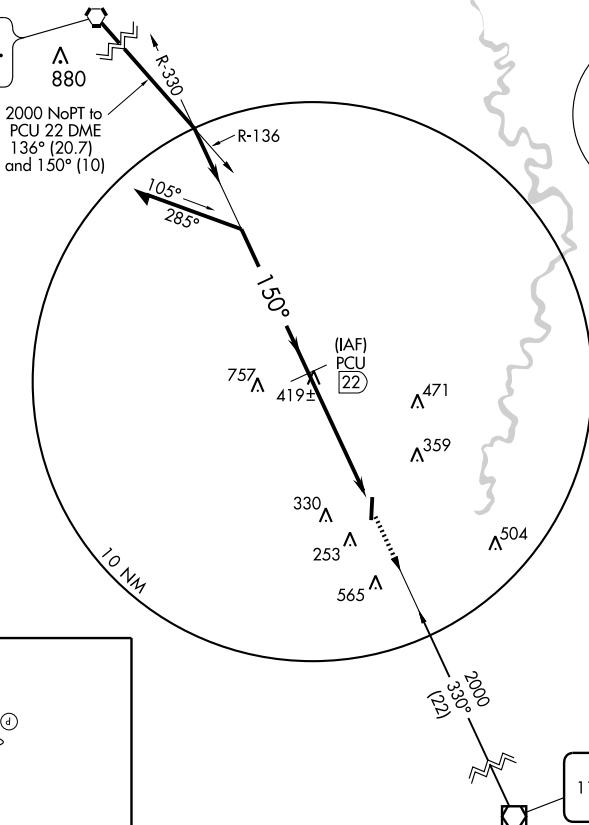
AWOS-3  
**118.025**

HOUSTON CENTER  
**126.8 327.8**

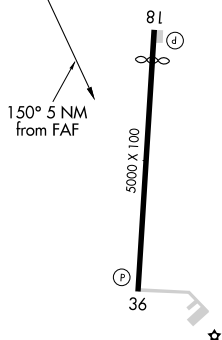
GCO  
**135.075**

UNICOM  
**122.8** (CTAF) **0**

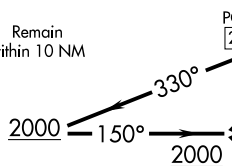
IAF  
Mc COMB  
116.7 MCB  
Chan 114



ELEV 119



Remain  
within 10 NM



2000  
↑

PCU  
112.2

PCU  
17

CATEGORY	A	B	C	D
CIRCLING	680-1	561 (600-1)	720-134 601 (700-134)	NA



## AIRPORT DIAGRAM

AFD-391 [USAF]

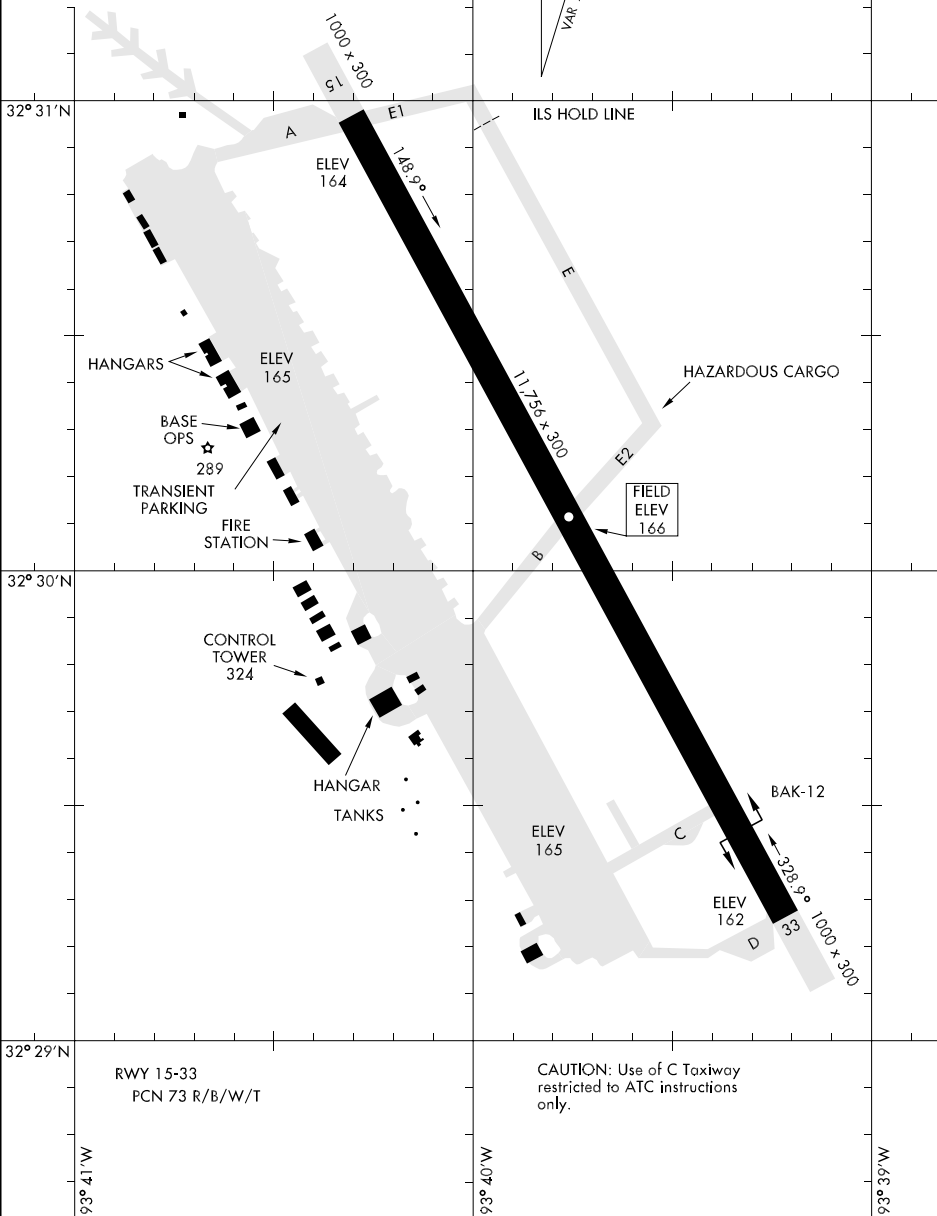
BARKSDALE AFB (KBAD)

BOSSIER CITY, LOUISIANA

ATIS  
307.025  
BARKSDALE TOWER  
128.25 278.3  
GND CON  
121.8 275.8

JUNE 2008  
ANNUAL RATE OF CHANGE  
0.1° W

VAR 2.0° E



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

WGS-84 DATUM

BOSSIER CITY, LOUISIANA  
BARKSDALE AFB (KBAD)

**ATLANTIS** ATP N27°11.73' W90°01.62'  
AWOS-3 119.525

L-21B, GOMC

**BARKSDALE AFB** (BAD)(KBAD) AF 3 E UTC-6(-5DT) N32°30.12' W93°39.76'

MEMPHIS

166 B TPA—See Remarks AOE NOTAM FILE DRI Not insp.

H-61, L-17E

RWY 15-33: H11777X300 (PEM) PCN 73 R/B/W/T HIRL

DIAP, AD

RWY 15: ALSF1. PAPI(P4L). RWY 33: ALSF1. PAPI(P4L).

ARRESTING GEAR/SYSTEMS

BAK-12B(B)(1100') RWY 33

**MILITARY SERVICE:** LGT Rwy 15 and Rwy 33 Sequence Flashing Lights offset 2.5' from centerline. **A-GEAR** BAK12B for Air Warrior acft use only, unsvc other times. W Side A-Gear mark permanently removed. **JASU 1(MA-1A)** 7(A/M32A-86) 1(A/M32A-95) 1(A/M32A-60) **FUEL J8 FLUID W SP PRESAIR LHOX LOX OIL** O-132-133-148-156 JOAP **TRAN ALERT** Tran maintenance hrs of svc are Mon-Fri 1400-0100Z†, Sat and Sun 1400-0000Z†. Clsd holidays. No priority basis. Expect svc delays of 2 hrs or more. Ltd fleet svc avbl. No demineralized water avbl.

**MILITARY REMARKS:** Attended continuously. Clsd holidays. **RSTD** PPR, call Base OPS DSN 781-3226/4978 or C318-456-3226. Call Comd Post for multi apch DSN 781-2151. Practice apch may be restricted by twr, depending on tfc and time of day. PPR issued up to 7 days prior to arr. PPR good for +/- 15 minute PPR time. Coordination of PPR outside of block time by telephone is rqr or PPR Number will be considered cancelled. Engine running offload ops not permitted. 180° turns for C135 and heavy acft are authorized in the first 750' Rwy 15 and the first 1000' Rwy 33. Tran acft with ordnance not authorized. Twy C restricted to assigned A-10 only. Twy E, E1, and Twy C unlighted and usable for daylight VFR only. Training for tran acft will not be permitted to interfere with local acft opr. Non-ACC acft may be subjected to less than required Quantity-Distance separation due munitions opr. Aircrews should exercise appropriate risk management in determining airfield suitability. All tran aircrews must report to Base OPS. **CAUTION** Lgt acft and parachute opr invof Shreveport Downtown 3.3 NM NW during final apch Rwy 15 and dep Rwy 33. **TFC PAT** Retangular 1200' (1034'), Overhead 1700' (1534') VFR helicopter enter tfc pattern at 700(534) from E and 1000(834) from W. Overflight of munitions storage area E-NE fld not authorized. **MISC** Weather briefing for transient aircrews byd normal opr hr avbl via 26 OWS at Barksdale AFB DSN 331-2651 or C318-529-2651. Afd wx is monitored by AN/FMQ-1 ASOS and augmented by human obsn when rqr during afd opr hrs. Observed surface visibility restricted from 150° to 330° by obstructions and lack of visibility markers byd 2 mi. First 1184' Rwy 15 and first 1600' Rwy 33 is conc. Middle 8972' is asph with first 3000' at each end having a 75' wide conc keel surface in center and the middle 2972' having a 50' conc keel surface. Acft with distinguished visitor ctc PTD or Comd Post at least 20 minutes prior to ETA. ACC RSRs applied to Acc acft only. Afd ops unable to issue COMSEC and has ltd storage capability.

**COMMUNICATIONS:** ATIS 307.025 PTD 254.425

① **SHREVEPORT APP/DEP CON** 123.75 360.725 (320°-152°) 119.9 335.55 (153°-319°)

**TOWER** 128.25 278.3 Clsd holidays.

**END CON** 121.8 275.8

**COMD POST** (Call RAYMOND 06) 311.0 321.0 **PMSV METRO** 227.4 (No svc outside airfield opr hrs, ctc Comd Post)

**AIRSPACE:** CLASS C svc ctc APP CON.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DRI.

**ELM GROVE (L) VORTAC** 111.2 EMG Chan 49 N32°24.01' W93°35.71' 324° 7.0 NM to fld. 160/7E. **HIWAS.**

**BELCHER (H) VORTACW** 117.4 EIC Chan 121 N32°46.28' W93°48.60' 148° 17.8 NM to fld. 190/7E. NOTAM FILE SHV.

(L) **TACAN** Chan 105 BAD (115.8) N32°30.20' W93°40.07' at fld. 163/5E. NOTAM FILE BAD. Monitored during published opr hrs only. TACAN No NOTAM MP Wed 0900-1200Z†.

TACAN unusable:

041°-070° byd 20 NM blo 5,000'

180°-270° byd 26 NM blo 4,000'

071°-109° byd 35 NM blo 3,000'


270°-284° byd 15 NM

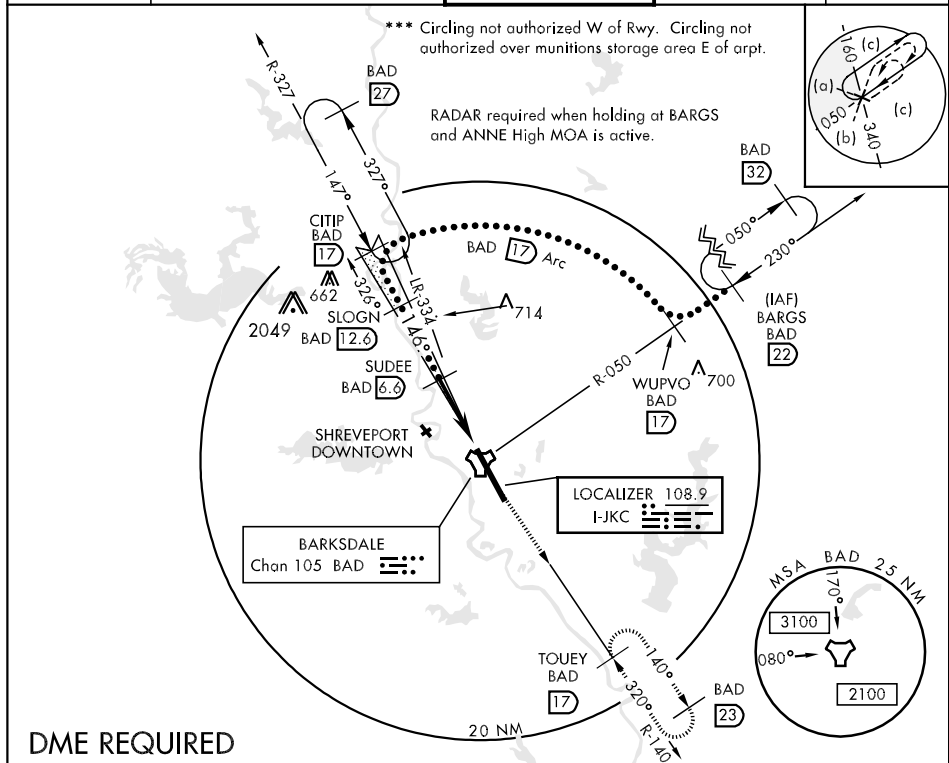
**ILS 108.9** I-JKC Rwy 15. ILS No NOTAM MP Tue, Thu 1100-1400Z†. Monitored during published opr hrs only.

**ILS 109.9** I-BAD Rwy 33. ILS No NOTAM MP Tue, Thu 1100-1400Z†. Monitored during published opr hrs only.

**ASR** (1100-0600Z†)

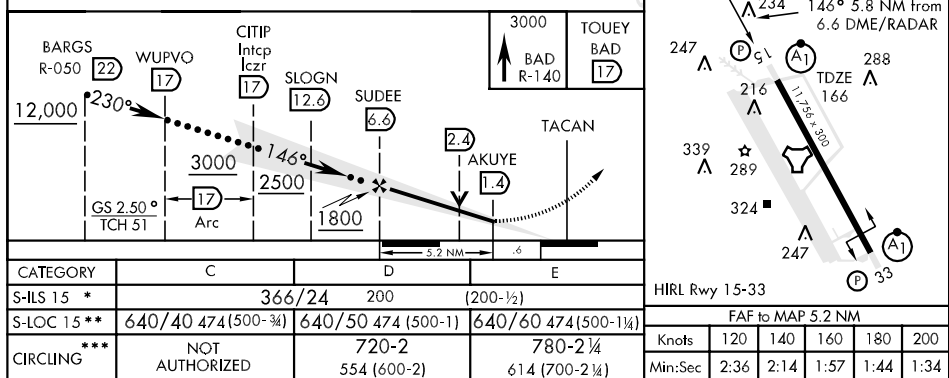
**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

LOC I-JKC <b>108.9</b>	APCH CRS <b>146°</b>	Rwy Idg <b>11,756</b> TDZE <b>166</b> Arprt Elev <b>166</b>	JAL-391 [USAF]	HI-ILS RWY 13	
* When ALS inop, increase RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT C RVR to 60 and vis to 1½ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.			ALSF-1 	MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.	
ATIS <b>307.025</b>	SHREVEPORT APP CON 320°-152° <b>123.75 360.725</b> 153°-319° <b>119.9 335.55</b>		BARKSDALE TOWER <b>128.25 278.3</b>		GND CON <b>121.8 275.8</b>
			ASR		



## DME REQUIRED

EMERG SAFE ALT 100 NM 3300



LOC I-BAD <b>109.9</b>	APCH CRS <b>326°</b>	Rwy ldg <b>11,756</b> TDZE <b>163</b> Arpt Elev <b>166</b>	JAL-391 [USAF]	BARKSDALE AFB (KBAD)
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\*When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\*When ALS inop, increase CAT C RVR to 60 and vis to  $1\frac{1}{4}$  miles,  
 CAT DE vis to  $1\frac{1}{2}$  miles.

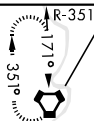
ALSF-1



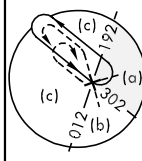
MISSED APPROACH: Climb to 3100  
 direct to EIC VORTAC and hold.

ATIS <b>307.025</b>	SHREVEPORT APP CON 320°-152° <b>123.75 360.725</b> 153°-319° <b>119.9 335.55</b>	BARKSDALE TOWER <b>128.25 278.3</b>	GND CON <b>121.8 275.8</b>	ASR
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\*\*\* Circling not authorized W of Rwy.  
 Circling not authorized over munitions  
 storage area E of arpt.

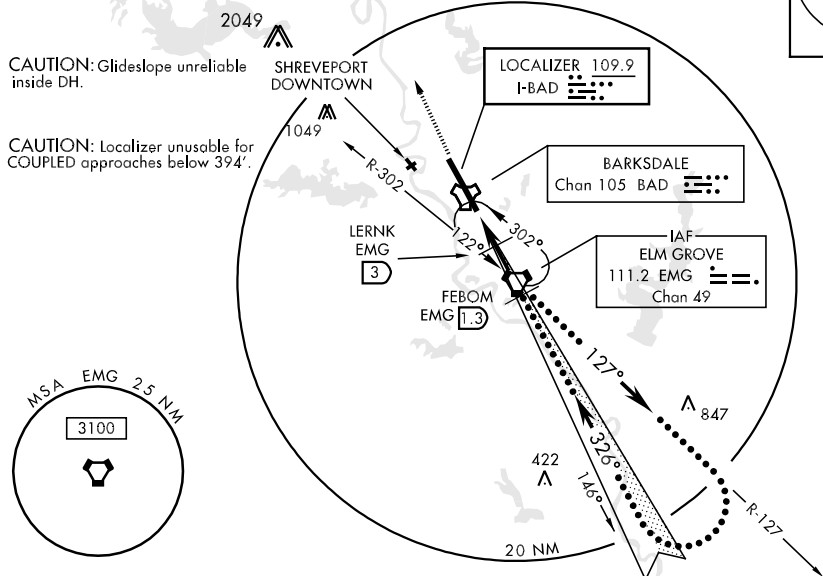


BELCHER  
 117.4 EIC ---  
 Chan 121



CAUTION: Glideslope unreliable  
 inside DH.

CAUTION: Localizer unusable for  
 COUPLED approaches below 394'.



DME REQUIRED

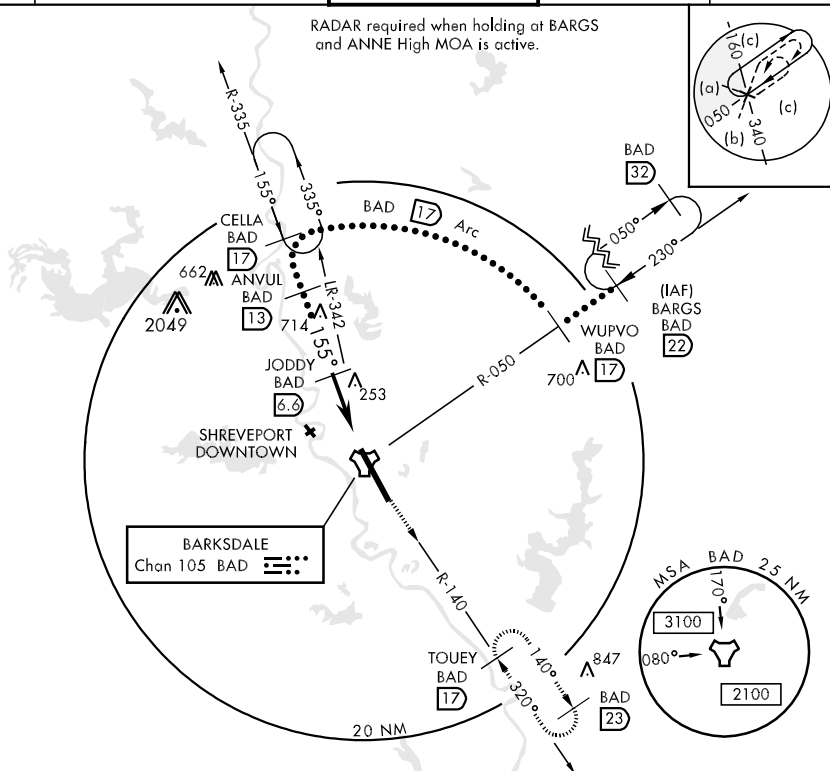
EMERG SAFE ALT 100 NM 3300

3100	EIC	ELEV 166
↑ LOC only	EMG VORTAC	
TACAN	EMG 5.4	EMG 4.3
APDAG EMG 5.4	EMG 4.3	EMG 3.3
12,000	127°	326°
1000	2200	Right at 8000
0.5	6.7 NM	GS 2.50° TCH 48
CATEGORY	C	D
S-ILS 33*	363/24	200 (200-1/2)
S-LOC 33**	620/40 457 (500-3/4)	620/50 457 (500-1)
CIRCLING***	NOT AUTHORIZED	720-2 554 (600-2) 780-2 1/4 614 (700-2 1/4)
		FAF to MAP 6.7 NM
		Knots 120 140 160 180 200
		Min:Sec 3:21 2:52 2:31 2:14 2:01

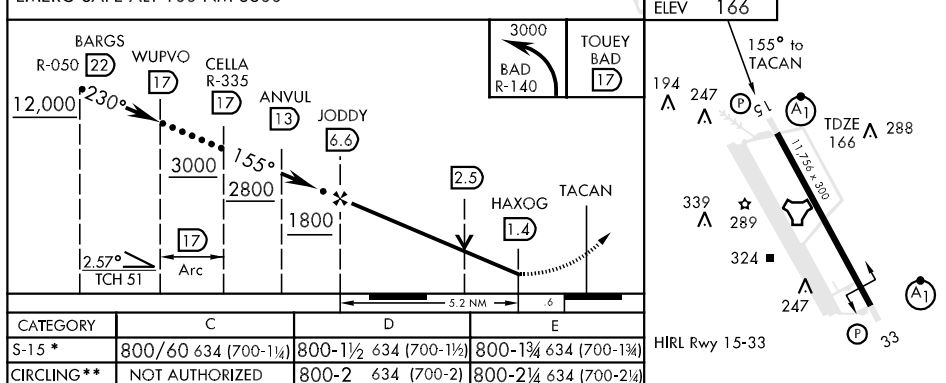


TACAN BAD Chan <b>105</b>	APCH CRS <b>155°</b>	Rwy ldg <b>11,756</b> TDZE <b>166</b> Arpt Elev <b>166</b>	JAL-391 [USAF]	BARKSDALE AFB (KBAD)
*When ALS inop, increase vis CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½ mile, CAT E vis to 1¾ miles. **Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.			ALSF-1 <b>A1</b>	MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.
ATIS <b>307.025</b>	SHREVEPORT APP CON 320°-152° <b>123.75</b> <b>360.725</b> 153°-319° <b>119.9</b> <b>335.55</b>	BARKSDALE TOWER <b>128.25</b> <b>278.3</b>	GND CON <b>121.8</b> <b>275.8</b>	ASR

RADAR required when holding at BARGS and ANNE High MOA is active.



EMERG SAFE ALT 100 NM 3300



TACAN BAD

Chan **105**

APCH CRS

**320°**

Rwy ldg **11,756**

TDZE **163**

Arprt Elev **166**

JAL-391 [USAF]

BARKSDALE AFB (KBAD)

\* When ALS inop, increase vis all CAT ½ mile.

\*\* Circling not authorized W of Rwy.

Circling not authorized over munitions storage area E of arpt.

ALSF-1

MISSED APPROACH: Climb to 3000

via BAD R-335 direct CELLA and hold.

ATIS

**307.025**

SHREVEPORT APP CON

320°-152° **123.75 360.725**

153°-319° **119.9 335.55**

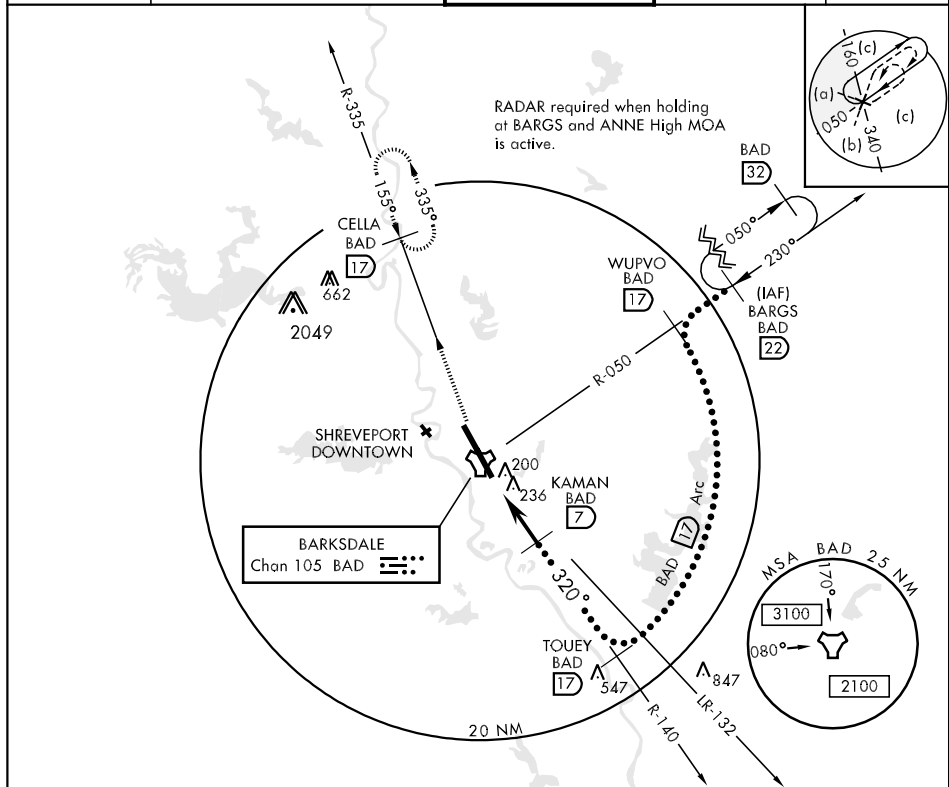
BARKSDALE TOWER

**128.8 278.3**

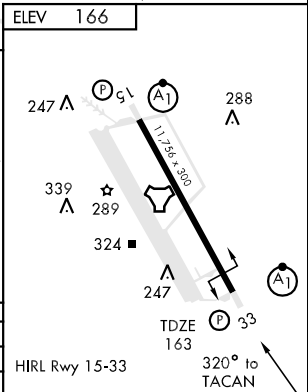
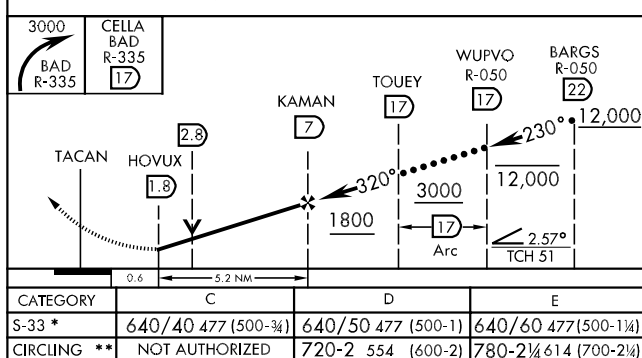
GND CON

**121.8 275.8**

ASR

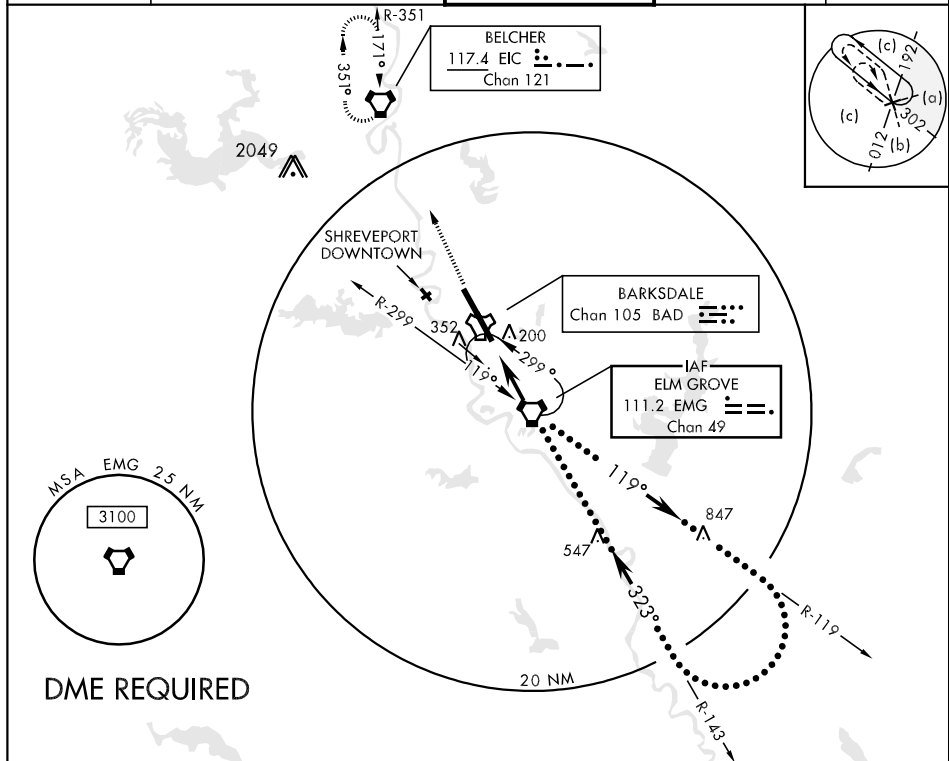


EMERG SAFE ALT 100 NM 3300



VORTAC EMG <b>111.2</b> Chan <b>49</b>	APCH CRS <b>323°</b>	Rwy ldg <b>11,756</b> TDZE <b>163</b> Arprt Elev <b>166</b>	JAL-391 [USAF]	BARKSDALE AFB (KBAD)
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. ** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arprt.			ALSF-1 	MISSED APPROACH: Climb to 3100 direct to EIC VORTAC and hold.

ATIS <b>307.025</b>	SHREVEPORT APP CON 320°-152° <b>123.75 360.725</b> 153°-319° <b>119.9 335.55</b>	BARKSDALE TOWER <b>128.25 278.3</b>	GND CON <b>121.8 275.8</b>	ASR
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EMERG SAFE ALT 100 NM 3300

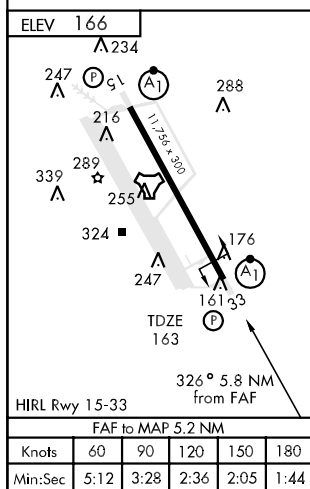
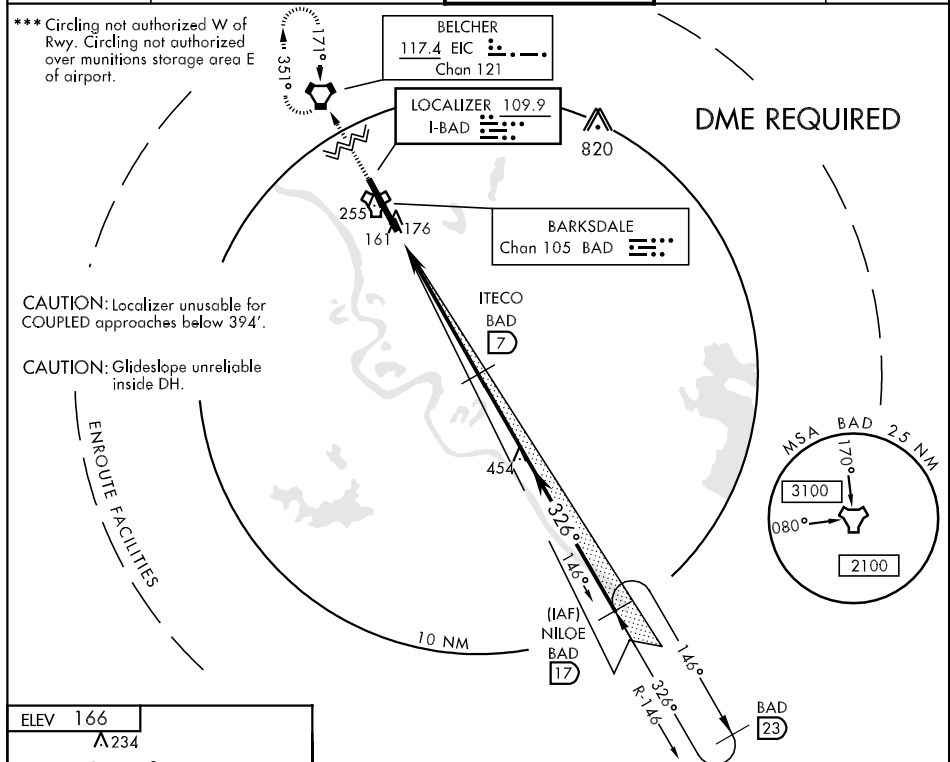
			ELEV 166	
CATEGORY	C	D	E	FAF to MAP 5.4 NM
S-33*	660/40 497 (500-¾)	660/50 497 (500-1)	660/60 497 (500-1¼)	Knots 120 140 160 180 200
CIRCLING**	NOT AUTHORIZED	720-2 554 (600-2)	780-2¼ 614 (700-2¼)	Min:Sec 2:42 2:19 2:01 1:48 1:37



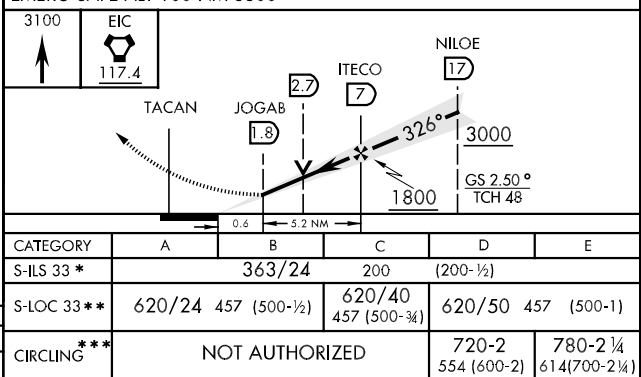
LOC I-BAD <b>109.9</b>	APCH CRS <b>326°</b>	Rwy Idg <b>11,756</b> TDZE <b>163</b> Arpt Elev <b>166</b>	AL-391 [USAF]	BARKSDALE AFB (KBAD)
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* When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ miles. ** When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT DE vis to $1\frac{1}{2}$ miles.	ALSF-1 	MISSED APPROACH: Climb to 3100 direct EIC VORTAC and hold.
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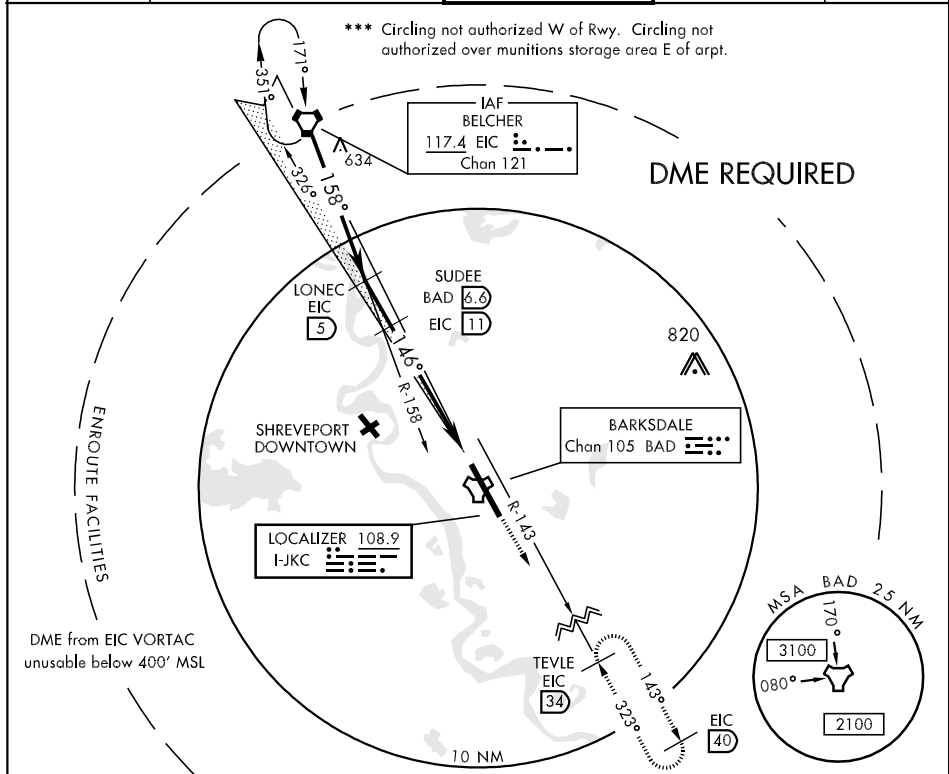
ATIS <b>307.025</b>	SHREVEPORT APP CON 320°-152° <b>123.75</b> <b>360.725</b> 153°-319° <b>119.9</b> <b>335.55</b>	BARKSDALE TOWER <b>128.25</b> <b>278.3</b>	GND CON <b>121.8</b> <b>275.8</b>	ASR
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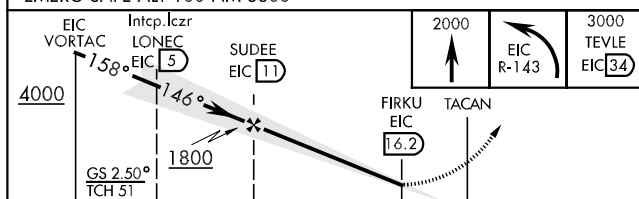
EMERG SAFE ALT 100 NM 3300



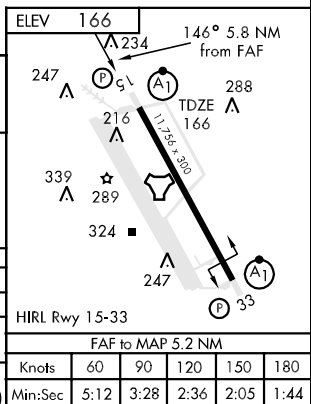
LOC I-JKC <b>108.9</b>	APCH CRS <b>146°</b>	Rwy Idg <b>11,756</b> TDZE <b>166</b> Arpt Elev <b>166</b>	AL-391 [USAF]	BARKSDALE AFB (KBAD)
*When ALS inop, increase RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1 ¼ mile, CAT D vis to 1 ½ miles, CAT E vis to 1 ¾ miles.			ALSF-1 	MISSED APPROACH: Climb to 2000, then climbing left turn to join EIC VORTAC R-143 outbound direct TEVLE (EIC 34 DME) and hold, maintain 3000.
ATIS <b>307.025</b>	SHREVEPORT APP CON 320°-152° <b>123.75</b> <b>360.725</b> 153°-319° <b>119.9</b> <b>335.55</b>	BARKSDALE TOWER <b>128.25</b> <b>278.3</b>	GND CON <b>121.8</b> <b>275.8</b>	ASR




EMERG SAFE ALT 100 NM 3300

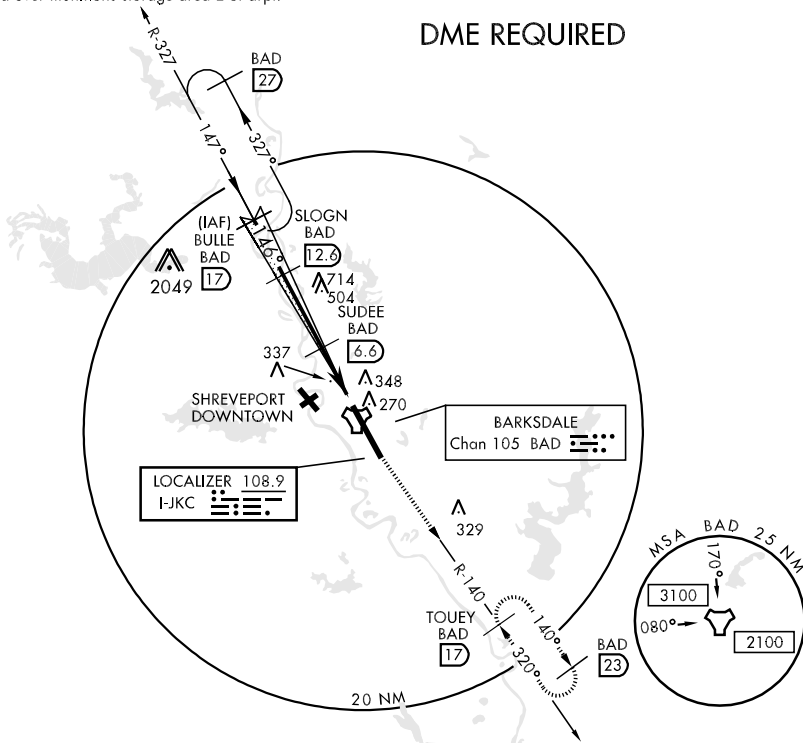


CATEGORY	A	B	C	D	E
S-ILS 15*	366/24		200	(200-½)	
S-LOC 15**	640/24	474 (500-½)	640/40 474 (500-¾)	640/50 474 (500-1)	640/60 474 (500-1½)
CIRCLING***	NOT AUTHORIZED			720-2 554 (600-2)	780-2½ 614 (700-2½)

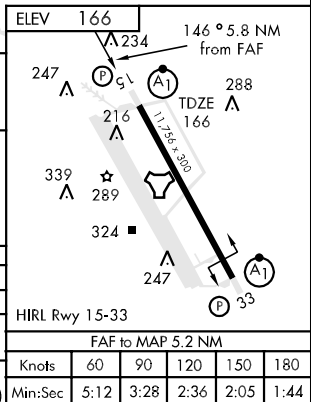
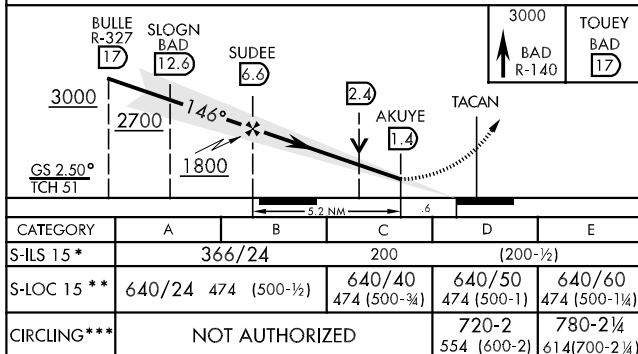



LOC I-JKC <b>108.9</b>	APCH CRS <b>146°</b>	Rwy Idg <b>11,756</b> TDZE <b>166</b> Arpt Elev <b>166</b>	AL-391 [USAF]	BARKSDALE AFB (KBAD)		
* When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT D vis to $1\frac{1}{2}$ miles, CAT E vis to $1\frac{3}{4}$ miles.			ALSF-1 	MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.		
ATIS <b>307.025</b>	SHREVEPORT APP CON 320°-152° <b>123.75 360.725</b> 153°-319° <b>119.9 335.55</b>		BARKSDALE TOWER <b>128.25 278.3</b>		GND CON <b>121.8 275.8</b>	ASR

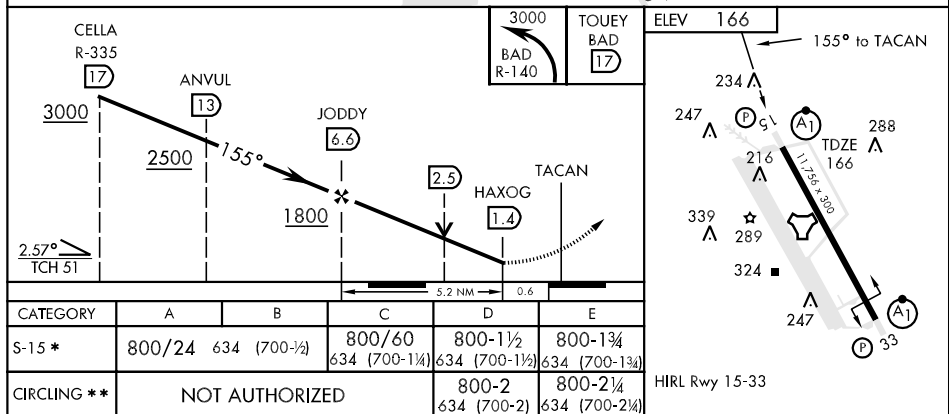
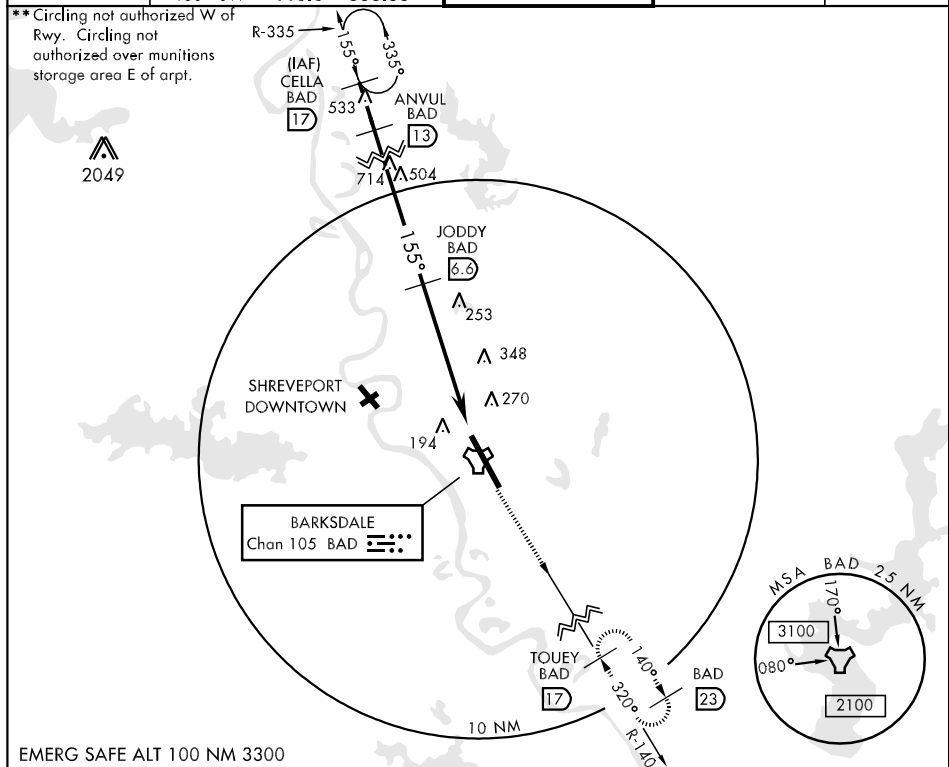
\*\*\* Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.



EMERG SAFE ALT 100 NM 3300



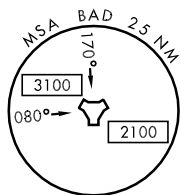
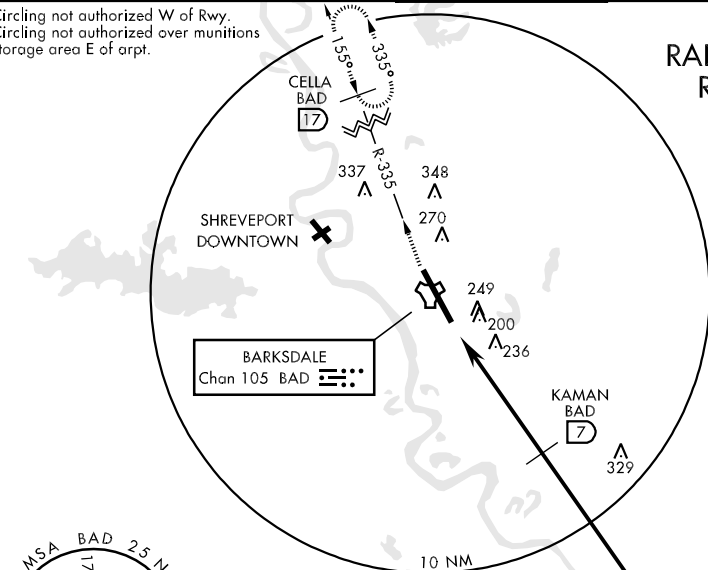
TACAN Chan <b>105</b>	APCH CRS <b>155°</b>	Rwy Idg <b>11,756</b> TDZE <b>166</b> Arpt Elev <b>166</b>	AL-391 [USAF]	BARKSDALE AFB (KBAD)
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.			ALSF-1 	MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.
ATIS <b>307.025</b>	SHREVEPORT APP CON 320°-152° <b>123.75 360.725</b> 153°-319° <b>119.9 335.55</b>	BARKSDALE TOWER <b>128.25 278.3</b>	GND CON <b>121.8 275.8</b>	ASR



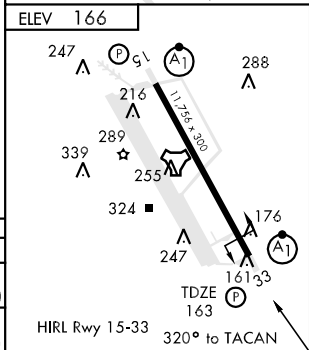
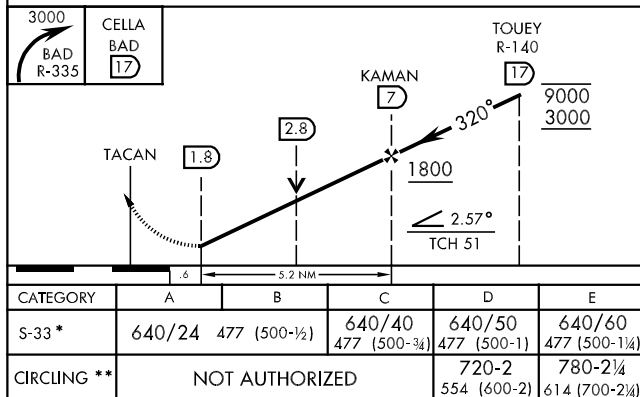
TACAN BAD Chan <b>105</b>	APCH CRS <b>320°</b>	Rwy Idg <b>11,756</b> TDZE <b>163</b> Arpt Elev <b>166</b>	AL-391 [USAF]	BARKSDALE AFB (KBAD)
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.			ALSF-1 	MISSED APPROACH: Climb to 3000 via BAD R-335 direct CELLA and hold.
ATIS <b>307.025</b>	SHREVEPORT APP CON 320°-152° <b>123.75</b> <b>360.725</b> 153°-319° <b>119.9</b> <b>335.55</b>	BARKSDALE TOWER <b>128.25</b> <b>278.3</b>	GND CON <b>121.8</b> <b>275.8</b>	ASR

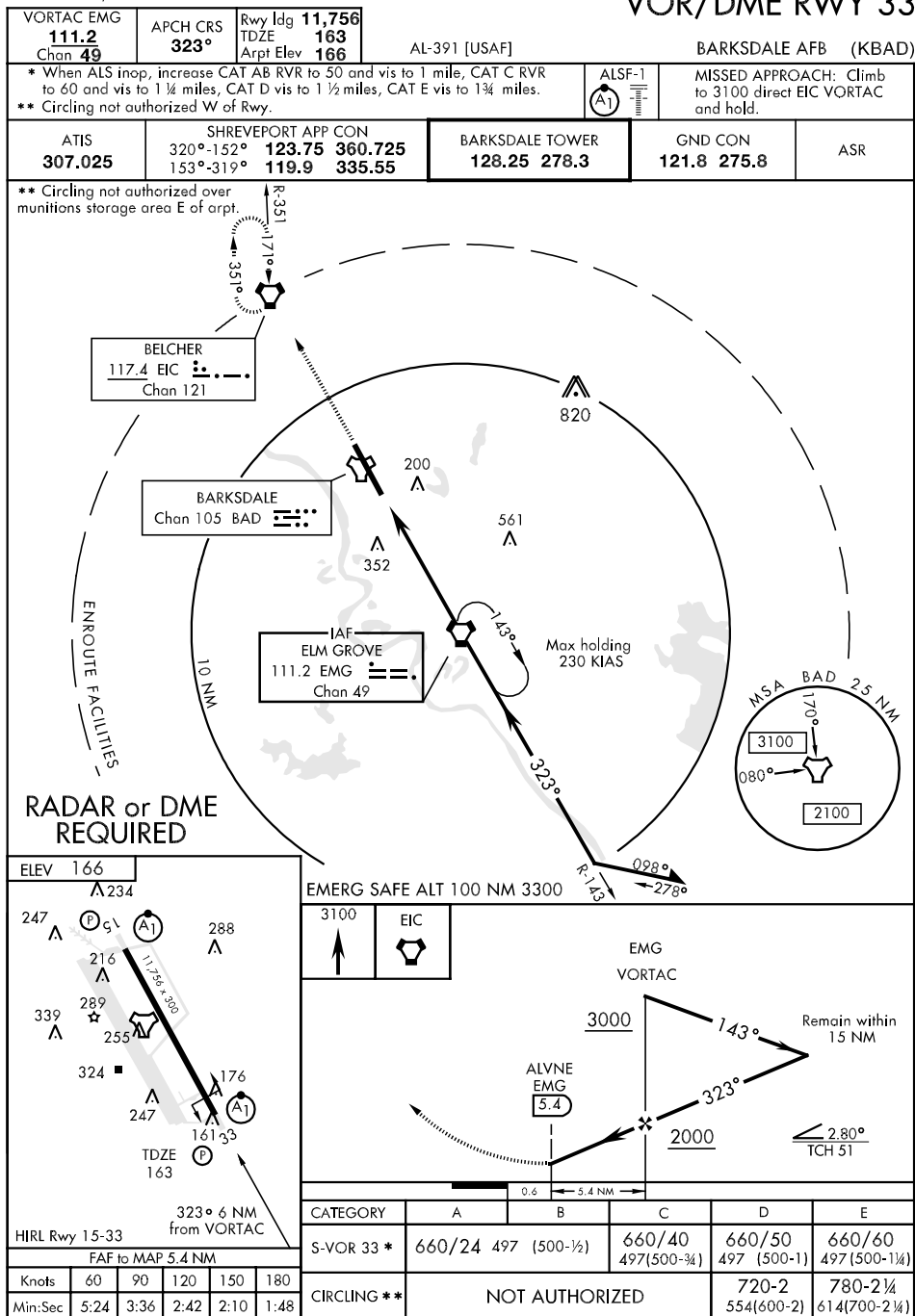
\*\* Circling not authorized W of Rwy.  
Circling not authorized over munitions  
storage area E of arpt.

**RADAR or DME  
REQUIRED**



EMERG SAFE ALT 100 NM 3300





SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

## BOGALUSA

**GEORGE R. CARR MEM AIR FLD** (BXA) 2 N UTC-6(-5DT) N30°48.82' W89°51.90'

NEW ORLEANS

119 B S4 FUEL 100LL, JET A NOTAM FILE DRI

H-6J, 8F, L-21B, 22F

RWY 18-36: H5000X100 (ASPH) S-22 MIRL

**IAP**

**RWY 18:** REIL. PAPI(P2L)—GA 3.0° TCH 19'. Thld dsplcd 594'.

**RWY 36:** REIL. PAPI(P2L)—GA 3.0° TCH 52'. Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z+. Rwy 18-36 pavement has some high and low areas. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk-dawn to increase ints—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.025 (985) 732-6224.

**COMMUNICATIONS: CTAF/UNICOM 122.8**

® HOUSTON CENTER APP/DEP CON 126.8

**GCO 135.075 (DE RIDDER FSS)**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

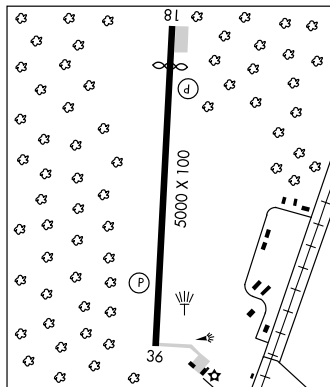
PICAYUNE (L) VORTAC 112.2 PCU Chan 59 N30°33.67'

W89°43.83'    330° 16.6 NM to fld. 70/5E.

BOGALUSA NDB (MHW) 353 GVB N30°52.90' W89°51.73'

182° 4.1 NM to fld. NOTAM FILE DRI. Unmonitored.

**ILS 111.1** I-BXA Rwy 18. LOM CARMA NDB. LOC only.



## BRISTOL

KIBS AIR PARK (L89) 3SE UTC-6(-5DT) N30°22.88' W92°08.76'

HOUSTON

51 NOTAM FILE DRI

RWY 09-27: 2640X80 (TURF)

RWY 09: Thld dspld 250'. Road. RWY 27: Trees

**AIRPORT REMARKS:** Attended continuously. Dsplcd thld marked with orange cones.

**COMMUNICATIONS: CTAF 122.9**

**BUNKIE MUNI** (2R6) 2 S UTC-6(-5DT) N30°57.40' W92°14.05'

HOUSTON

62 B NOTAM FILE DRI

L-21B, 22E

RWY 18-36: H3005X75 (ASPH) S-8 MIRL

**IAP**

**RWY 18:** REIL. PAPI(P2L)—GA 3.0° TCH 25'. **RWY 36:** REIL. PAPI(P2L)—GA 3.25° TCH 26'. P-line.

**AIRPORT REMARKS:** Unattended. Emergency fuel avbl call 318-264-2922. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to increase ints **ACTIVATE—CTAF**.

**COMMUNICATIONS: CTAF 122.9**

® POLK APP/DEP CON 125.4

**RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.**

**ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 140° 22.6 NM to fld.**

80/3E. HIWAS.

**NDB (MHW) 397**    **BWK**    **N30°51.93' W92°14.05'**    **357° 5.5 NM to fld. NOTAM FILE DRI.**

**BYERLEY** (See LAKE PROVIDENCE)

**CE 'RUSTY' WILLIAMS** (See MANSFIELD)

CHENNAULT INTL (See LAKE CHARLES)

BWK NDB

APP CRS

Rwy Idg **3005**

3005

397

357°

TDZE  
Asst. Elev.

60  
62

# NDB RWY 36

BUNKIE MUNI (2R6)



A NA

Use Alexandria Intl altimeter setting.

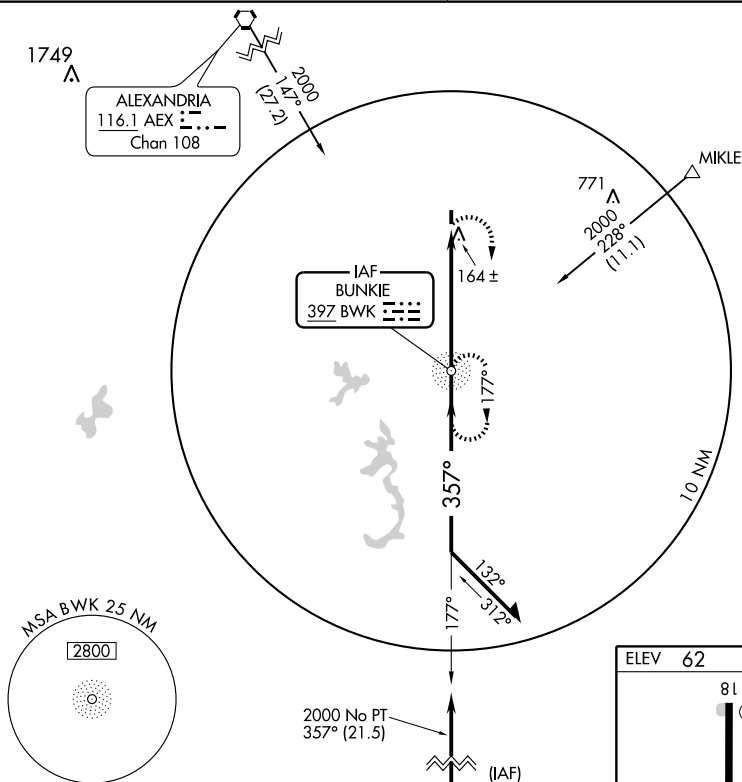
**MISSED APPROACH:** Climbing right turn to 2000 direct BWK NDB and hold.

POLK APP CON

125.4 302.2

CTAF

122.9 L



Remain  
within 10 NM

NDB

2000

357° -

3-

1

1

1

A horizontal line representing a DNA molecule with arrows at both ends. Below the line, a dimension line with arrows at both ends is labeled "5.2 nm".

CATEGORY	A	B	C	D
S-36	540-1	480 (500-1)	NA	
CIRCLING	540-1	478 (500-1)	NA	

Diagram illustrating the 3600 ft runway layout. The runway is 3005 x 75 ft. The diagram shows the intersection with TDZE 60 and the 3600 ft runway. The diagram indicates a 357° 5.2 NM from FAF to MAP.



APP CRS	Rwy Idg	<b>3005</b>
<b>179°</b>	TDZE	<b>60</b>
	Apt Elev	<b>62</b>

**RNAV (GPS) RWY 18**

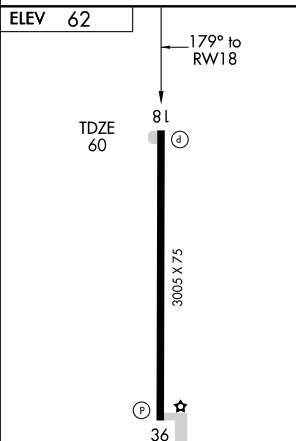
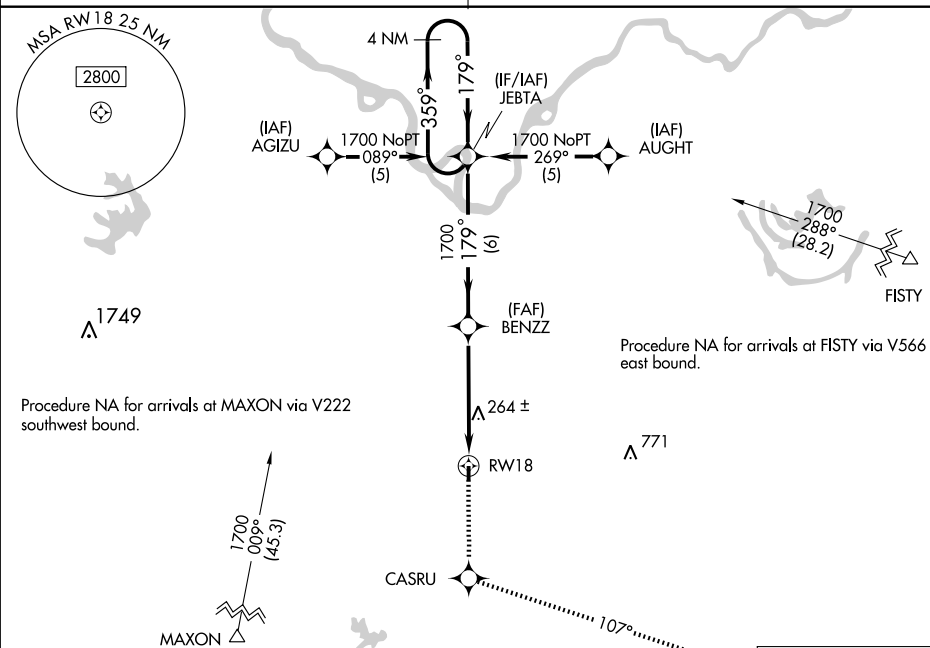
BUNKIE MUNI (2R6)

**NA** DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

**MISSED APPROACH:** Climb to 2000 direct CASRU and via 107° track to MOGAN and hold.

POLK APP CON  
**125.4 302.2**

CTAF  
**122.9 0**



REIL Rwy 18 and 36  
MIRL Rwy 18-36

BUNKIE, LOUISIANA  
Orig 09127

30°57'N-92°14'W

BUNKIE MUNI (2R6)  
**RNAV (GPS) RWY 18**

SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	<b>3005</b>
<b>359°</b>	TDZE	<b>60</b>
	Apt Elev	<b>62</b>

# RNAV (GPS) RWY 36

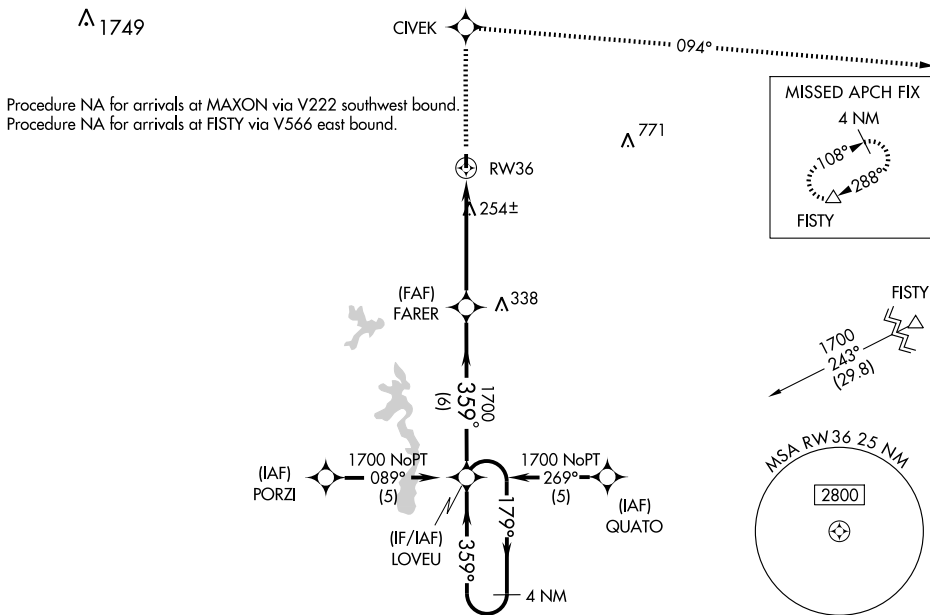
BUNKIE MUNI (2R6)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 ▲ NA Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

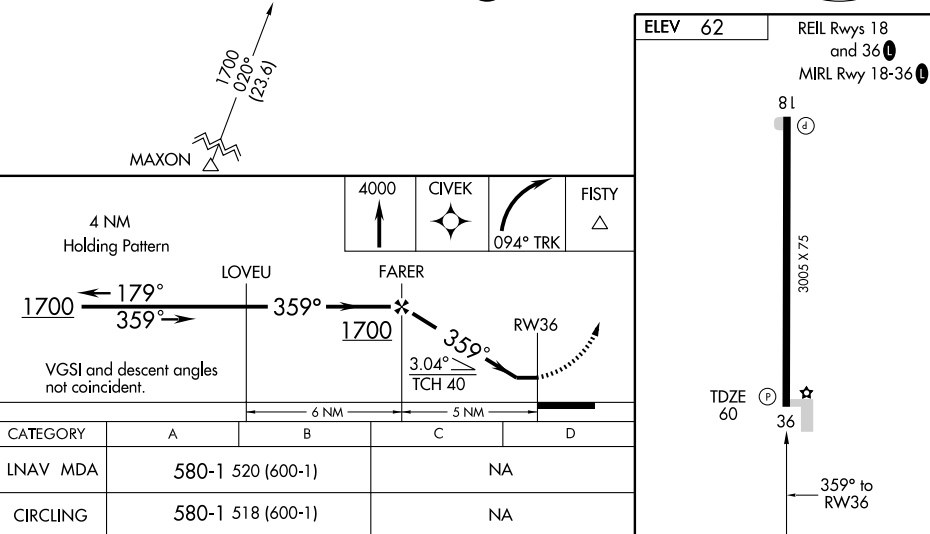
MISSED APPROACH: Climb to 4000 direct CIVEK and right turn via 094° track to FISTY and hold.

POLK APP CON  
**125.4 302.2**

CTAF  
**122.9 0**



SC-4, 21 OCT 2010 to 18 NOV 2010



<b>VORTAC AEX</b> <b>116.1</b> Chan <b>108</b>	<b>APP CRS</b> <b>140°</b>	<b>Rwy Idg</b> <b>TDZE</b> <b>Apt Elev</b> <b>62</b>	<b>N/A</b> <b>N/A</b>
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**VOR/DME-A**  
BUNKIE MUNI (2R6)



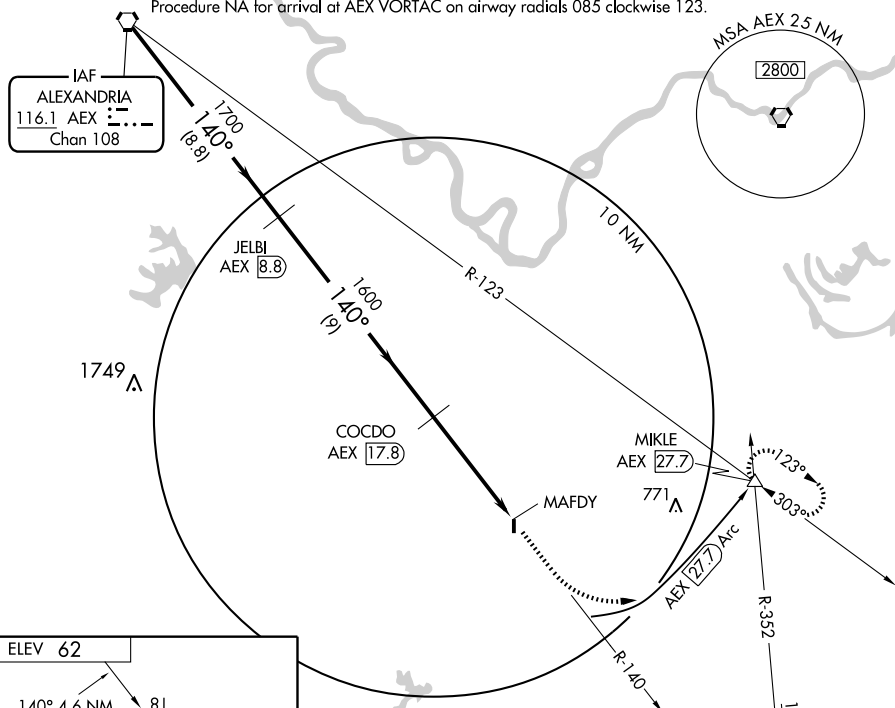
Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

**MISSED APPROACH:** Climb to 3000 via AEX R-140 and AEX 27.7 DME Arc to MIKLE Int/AEX 27.7 DME and hold.

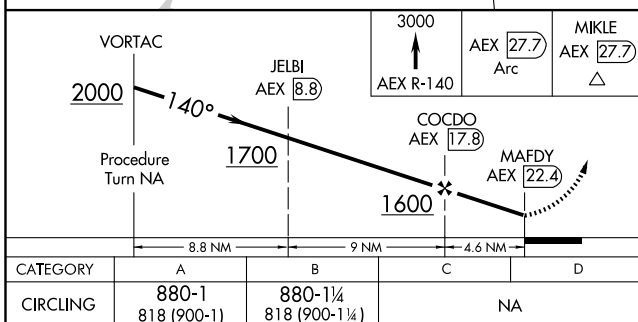
**POLK APP CON**  
**125.4 302.2**

**CTAF**  
**122.9**

Procedure NA for arrival at AEX VORTAC on airway radials 085 clockwise 123.



**ELEV 62**



REIL Rwy 18 and 36  
MIRL Rwy 18-36

## CROWLEY

LE GROS MEM (3R2) 7 SW UTC-6(-5DT) N30°09.71' W92°29.04'

HOUSTON

L-21B, 22E

17 B FUEL 100LL NOTAM FILE DRI

RWY 04-22: H4307X150 (CONC) S-30, D-47, 2D-87 MIRL

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 50'.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Tower.

RWY 13-31: H4012X150 (CONC) S-30, D-47, 2D-87

RWY 13: Thld dsplacd 240'. Road.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†. 1790' plus tower 8 miles out 1000' right of centerline Rwy 31, 600' plus tower 2 miles out AER 13. MIRL Rwy 04-22, REIL Rwy 04 and Rwy 22 preset low ints, to increase ints ACTIVATE—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE LFT.

LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63' W91°59.55' 263° 25.6 NM to fld. 36/3E.  
HIWAS.

## DAVID G. JOYCE (See WINNFIELD)

DELHI MUNI (ØM9) 3 S UTC-6(-5DT) N32°24.64' W91°29.91'

MEMPHIS

L-18F

91 B NOTAM FILE DRI

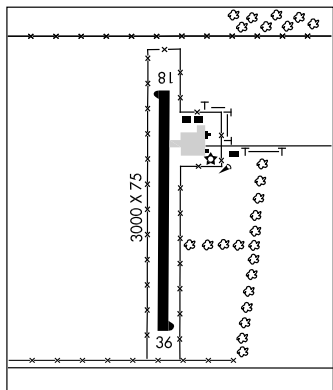
RWY 18-36: H3000X75 (ASPH) S-5 MIRL

RWY 18: Trees. RWY 36: Road.

**AIRPORT REMARKS:** Unattended. Rwy 18-36 4' fence 123' from centerline on both sides of rwy. Rwy 18-36 cracked with grass in cracks. Pilot controlled lgts OTS indef. Windsock lgts OTS indef.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01' W92°02.16' 100° 28.0 NM to fld. 80/3E. HIWAS.



DE QUINCY INDUSTRIAL AIRPARK (5R8) 2 SW UTC-6(-5DT) N30°26.47' W93°28.41'

HOUSTON

H-7D, L-21B, 22E

IAP

81 B NOTAM FILE DRI

RWY 15-33: H5000X75 (ASPH) S-18 MIRL

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

**AIRPORT REMARKS:** Unattended. MIRL Rwy 15-33 and REIL Rwy 15 and Rwy 33 preset low ints dusk-dawn, to increase ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

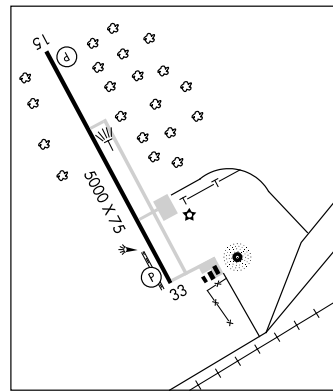
Ⓡ LAKE CHARLES APP/DEP CON 119.35 (1200-0400Z†)

Ⓡ HOUSTON CENTER APP/DEP CON 124.7 (0400-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LCH.

LAKE CHARLES (H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 306° 26.2 NM to fld. 20/7E.

NDB(MHW) 410 DQU N30°26.13' W93°28.01' at fld.  
NOTAM FILE DRI.



NDB DQU <b>410</b>	APP CRS <b>140°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>81</b> <b>81</b>
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**NDB RWY 15**

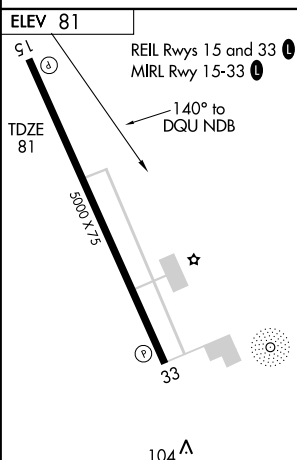
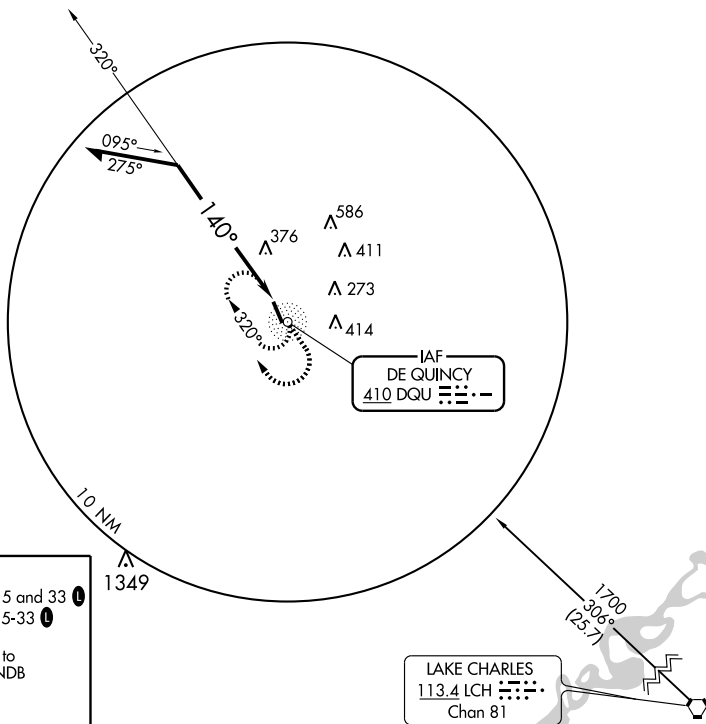
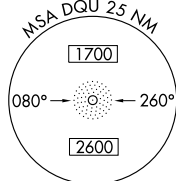
DE QUINCY INDUSTRIAL AIRPARK (5R8)

▲ NA If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 1700 in DQU NDB holding pattern.

LAKE CHARLES APP CON ★  
**119.35 282.3**

UNICOM  
**122.8 (CTAF) 0**



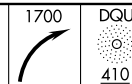
Remain within 10 NM

NDB

320°

1600

140°



CATEGORY	A	B	C	D
S-15	800-1	719 (800-1)	800-2 719 (800-2)	NA
CIRCLING	800-1	719 (800-1)	800-2 719 (800-2)	NA

APP CRS **152°**  
 Rwy Idg **5000**  
 TDZE **81**  
 Apt Elev **81**

# RNAV (GPS) RWY 15

DE QUINCY INDUSTRIAL AIRPARK (5R8)

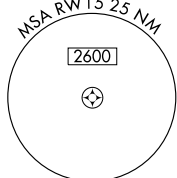
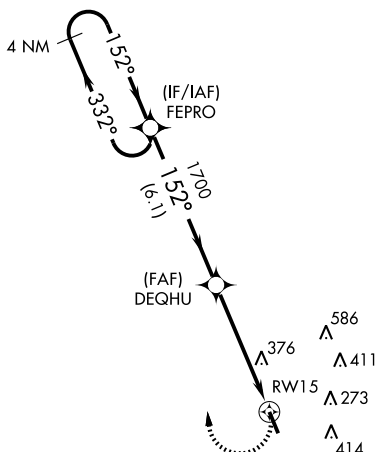


DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 1700 direct FEPRO WP and hold.

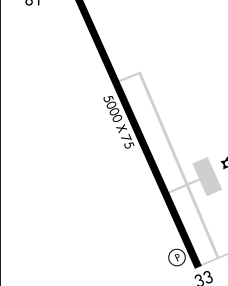
LAKE CHARLES APP CON ★  
**119.35 282.3**

UNICOM  
**122.8 (CTAF) 0**

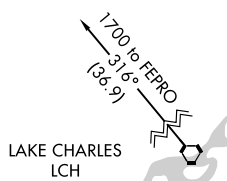
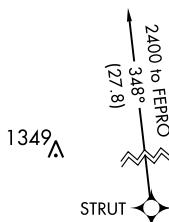


ELEV **81**

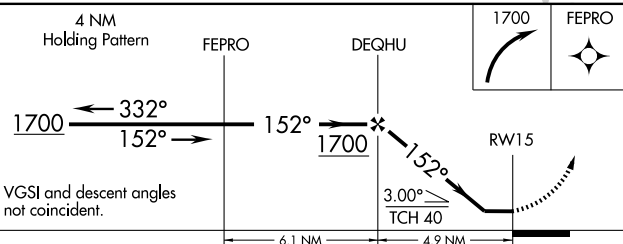
152° to RWY 15  
 TDZE **81**



REIL Rwy 15 and 33 **0**  
 MRL Rwy 15-33 **0** 104 **Λ**



4 NM  
 Holding Pattern



CATEGORY	A	B	C	D
LNVA MDA	640-1	559 (600-1)	640-1½ 559 (600-1½)	NA
CIRCLING	640-1	559 (600-1)	640-1½ 559 (600-1½)	NA

APP CRS **332°**  
 Rwy Idg **5000**  
 TDZE **81**  
 Apt Elev **81**

# RNAV (GPS) RWY 33

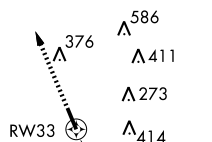
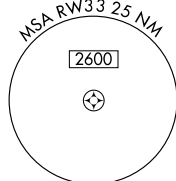
DE QUINCY INDUSTRIAL AIRPARK (5R8)

**NA** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet. VDP NA with Lake Charles Regional altimeter setting.

MISSED APPROACH: Climb to 1700 direct FEPRO WP and hold.

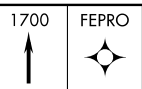
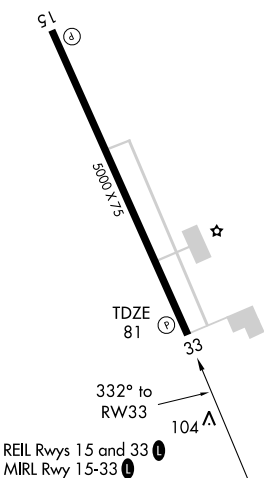
LAKE CHARLES APP CON ★  
**119.35 282.3**

UNICOM  
**122.8 (CTAF) 0**



1349

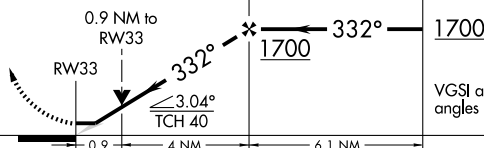
ELEV 81



QUNKE

HATGU

Procedure Turn  
NA



VGSI and descent  
angles not coincident.

CATEGORY	A	B	C	D
LNNAV MDA	440-1	359 (400-1)		NA
CIRCLING	460-1 379 (400-1)	600-1 519 (600-1)	600-1½ 519 (600-1½)	NA

VORTAC LCH <b><u>113.4</u></b> Chan <b>81</b>	APP CRS <b>305°</b>	Rwy Idg <b>5000</b> TDZE <b>81</b> Apt Elev <b>81</b>
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VOR/DME RWY 33  
DE QUINCY INDUSTRIAL AIRPARK (5R8)

**A** NA

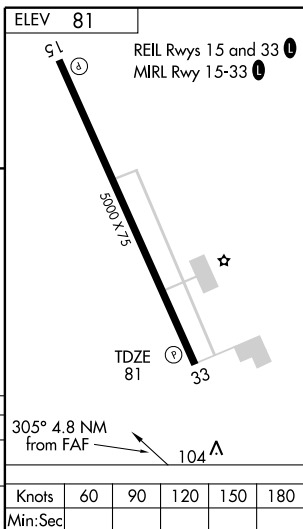
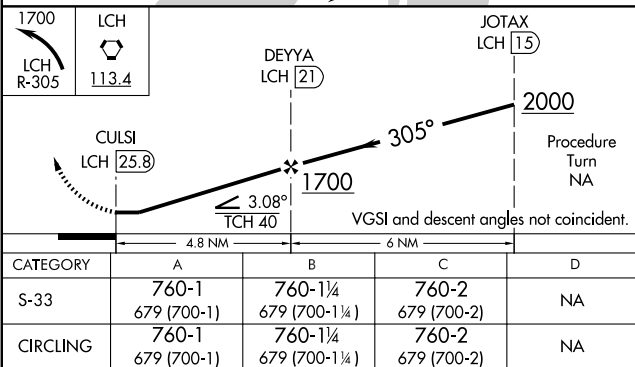
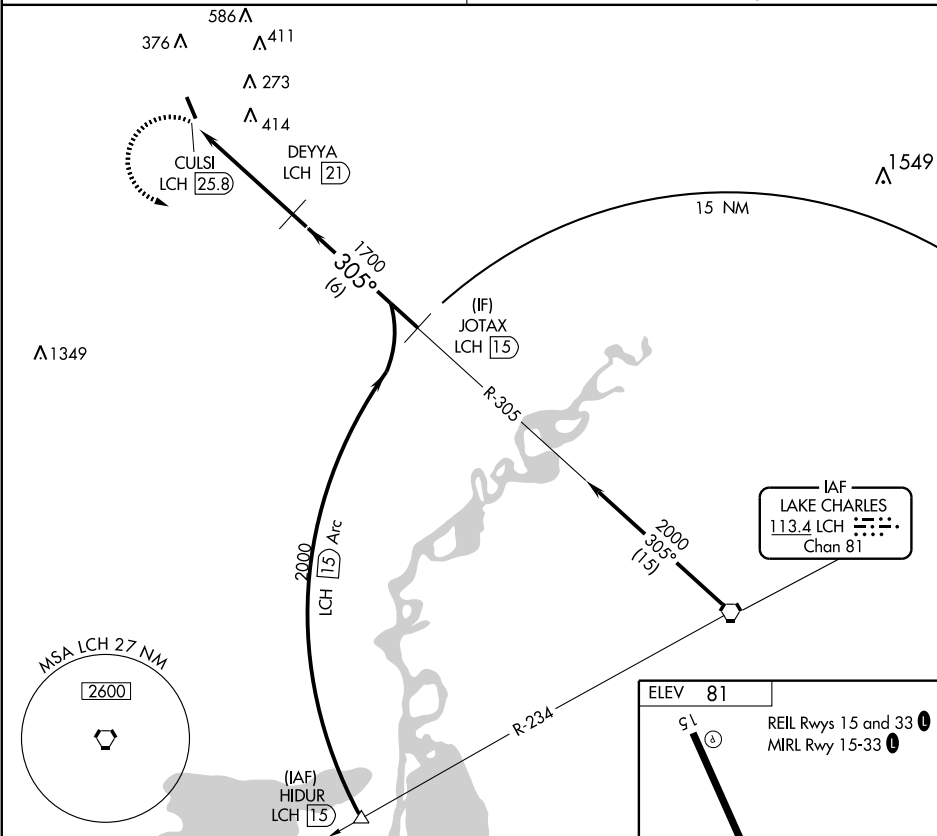
If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.

**MISSED APPROACH:** Climbing left turn to 1700 via LCH R-305 to LCH VORTAC.

LAKE CHARLES APP CON ★

**119.35 282.3**

UNICOM

122.8 (CTAF) **L**



**DE RIDDER****BEAUREGARD RGNL** (DRI) 3 SW UTC-6(-5DT) N30°49.90' W93°20.40'**HOUSTON**

202 B FUEL 100LL, JET A TPA-1202(1000) NOTAM FILE DRI

H-6I, L-21B, 22E

RWY 18-36: H5495X100 (ASPH-CONC-AFSC) S-60 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.15° TCH 33'. Trees.

RWY 36: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 27'. Trees.

RWY 14-32: H4220X60 (ASPH)

RWY 14: Thld dsplcd 441'. Trees.

RWY 32: Trees.

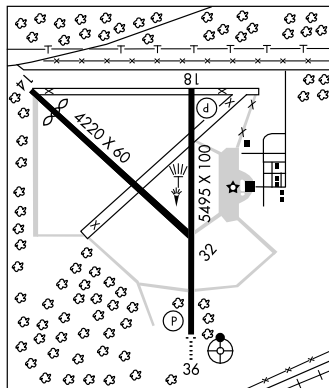
**AIRPORT REMARKS:** Attended Mon-Fri 1330-2330Z, Sat, Sun and hol 1300-2300Z. For attendant other times call 337-401-2967. Fuel avbl 24 hrs self svc with credit card. Rwy 36 ODALS OTS indef. REIL Rwy 18 and Rwy 36 OTS indef. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.225 (337) 463-8278.**COMMUNICATIONS:** CTAF/UNICOM 122.8**DE RIDDER RCO** 122.2 (DE RIDDER RADIO)**(R) POLK APP/DEP CON** 123.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE LCH.**LAKE CHARLES (H) VORTACW** 113.4 LCH Chan 81 N30°08.49'

W93°06.33' 337° 43.1 NM to fld. 20/7E.

**NDB (MHW)** 385 DXB N30°45.13' W93°20.08'

353° 4.8 NM to fld. NOTAM FILE DRI. Unmonitored 0100-1300Z.

**ILS** 111.1 I-DRI Rwy 36. LOC only. LOC unmonitored 0100-1300Z.**ASR****DE RIDDER** N30°49.90' W93°20.40'**HOUSTON****RCO** 122.2 (DE RIDDER RADIO)

L-21B, 22E

**DOWNTOWN** N32°32.39' W93°44.48' NOTAM FILE DTN.**MEMPHIS**(T) **VORW** 108.6 DTN at Shreveport Downtown.

L-17E

VOR unusable:

070°-100° beyond 10 NM below 7,000'.

246°-265° beyond 11 NM below 4,500'

180°-245° beyond 17 NM below 2,500'.

266°-280° beyond 23 NM below 2,500'

**DURALDE** N30°33.59' W92°26.88' NOTAM FILE DRI.**HOUSTON****NDB (MHW)** 263 EGY 164° 5.7 NM to Eunice

H-7D, L-21B, 22E

**EAST CAMERON 278** EHC N28°25.73' W92°52.68'

L-21B, GOMW

AWOS-3 119.975

**EAST CAMERON 47** CMB N29°26.43' W92°58.75'

L-21B, 22E, GOMW

AWOS-3 119.525

**ELM GROVE** N32°24.01' W93°35.71' NOTAM FILE DRI.**MEMPHIS**(L) **VORTAC** 111.2 EMG Chan 49 324° 7.0 NM to Barksdale AFB. 160/7E. HIWAS.

H-6I, L-17E

TACAN unusable byd 30 NM blo 2,000'.

**ESLER** N31°21.50' W92°17.77' NOTAM FILE ESF.**HOUSTON****RCO** 122.55 (DE RIDDER RADIO)

H-6I, L-22E

**ESLER RGNL** (See ALEXANDRIA)**EUGENE ISLAND** N28°15.00' W91°47.00'**HOUSTON****RCO** 122.25 (DE RIDDER RADIO)

L-21B

**EUGENE ISLAND** EIR N28°38.08' W91°29.35'

L-21B, GOMC

AWOS-3 119.475

LOC I-DRI **111.1** APP CRS **355°** Rwy Idg **5495**  
 TDZE **197**  
 Apt Elev **202**

# LOC RWY 36

DE RIDDER/ BEAUREGARD RGNL (DRI)

**INOPERATIVE** Inoperative table does not apply. ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and S-36 visibility Cat C ¼ mile.



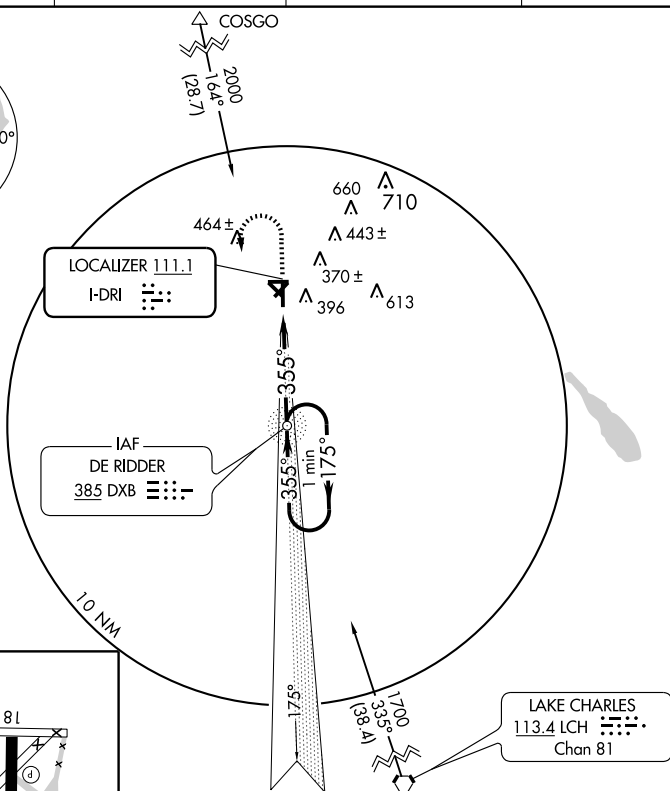
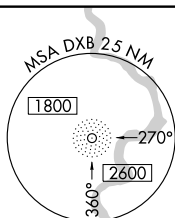
**MISSED APPROACH:** Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

AWOS-3  
**118.225**

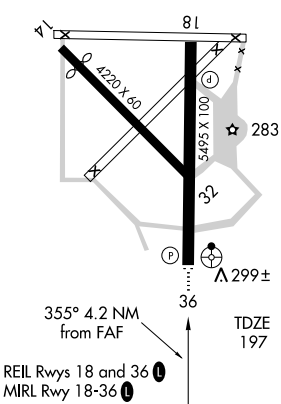
POLK APP CON  
**123.7 254.8**

DE RIDDER RADIO  
**122.2**

UNICOM  
**122.8 (CTAF)**



ELEV 202



1000  
↑

1700  
↶

DXB  
385

NDB

One Minute  
Holding Pattern

1700 175° 355° 1700

3.25° TCH 40 VGSI and descent angles not coincident.

CATEGORY

A

B

C

D

S-36

560-1 363 (400-1)

560-1¼

363 (400-1¼)

CIRCLING

720-1 518 (600-1)

720-1½

518 (600-1½)

780-2

578 (600-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

DE RIDDER, LOUISIANA

Amdt 3A 08APR10

DE RIDDER/ BEAUREGARD RGNL (DRI)

30°50'N-93°20'W

# LOC RWY 36

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

NDB DXB <b><u>385</u></b>	APP CRS <b>354°</b>	Rwy Idg <b>5495</b> TDZE <b>197</b> Apt Elev <b>202</b>
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NDB RWY 36

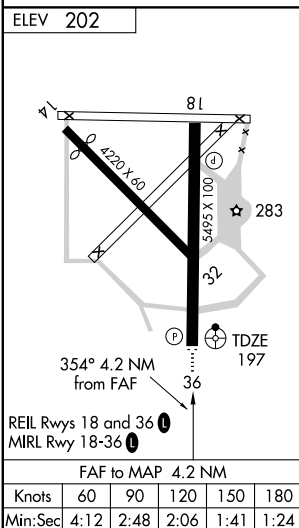
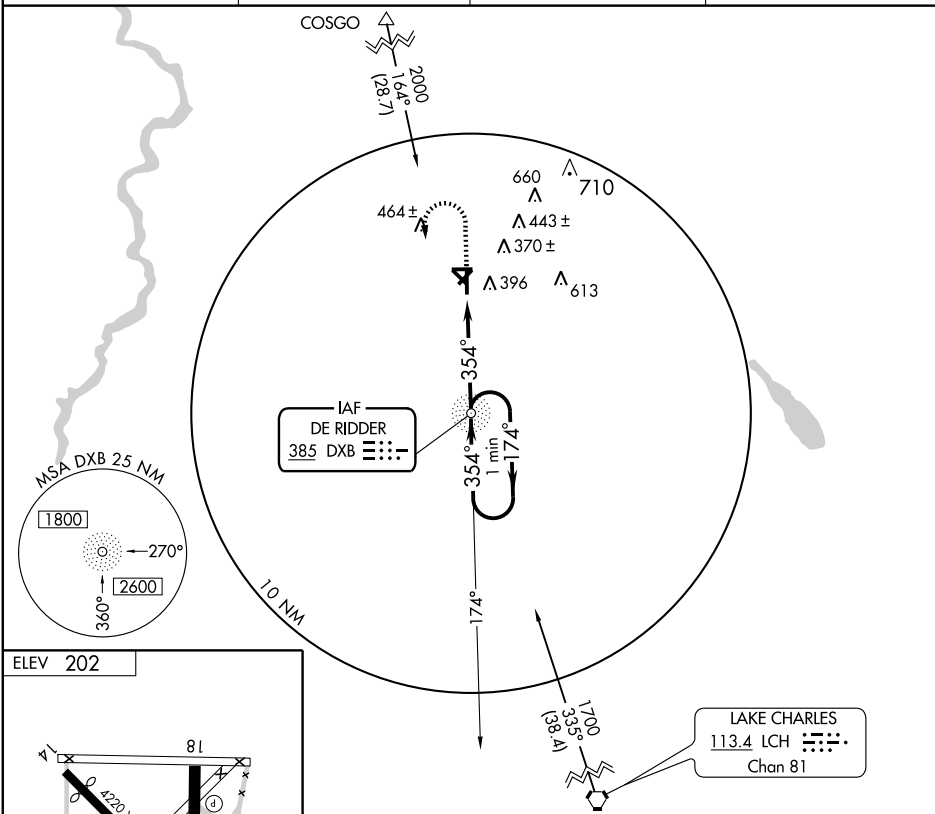
DE RIDDER/BEAUREGARD RGNL (DRI)

**NA** Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and S-36 visibility Cat D ¼ mile.

ODALS

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

AWOS-3 <b>118.225</b>	POLK APP CON <b>123.7 254.8</b>	DE RIDDER RADIO <b>122.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-36	700-1	503 (500-1)	700-1½	503 (500-1½)
CIRCLING	720-1	518 (600-1)	720-1½ 518 (600-1½)	780-2 578 (600-2)

DE RIDDER, LOUISIANA

Amdt 5A 08APR10

DE RIDDER/BEAUREGARD RGNL (DRI)

30°50'N-93°20'W

NDB RWY 36

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4. 21 OCT 2010 to 18 NOV 2010

APP CRS **175°**  
 Rwy Idg **5495**  
 TDZE **202**  
 Apt Elev **202**

# RNAV (GPS) RWY 18

DE RIDDER/BEAUREGARD RGNL (DRI)

**ASR** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and LNAV visibility Cat C and D ¼ mile.

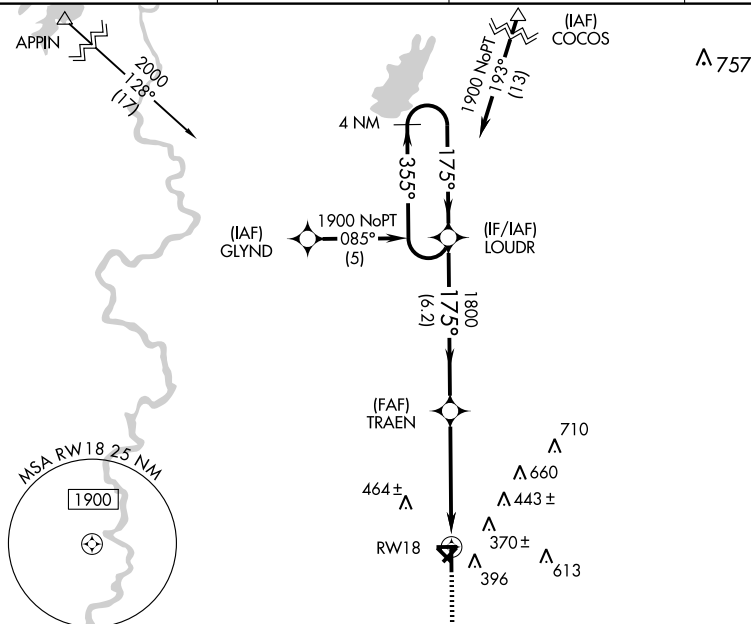
MISSED APPROACH: Climb to 1700 direct CONON and hold.

AWOS-3  
**118.225**

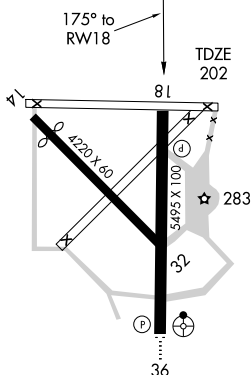
POLK APP CON  
**123.7 254.8**

DE RIDDER RADIO  
**122.2**

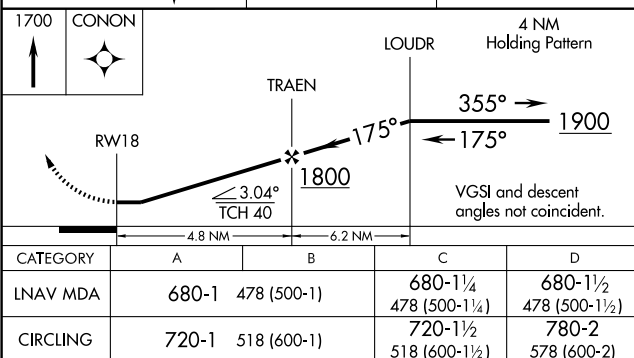
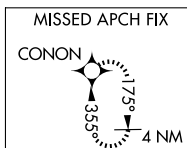
UNICOM  
**122.8 (CTAF)**



ELEV 202



REIL Rwy 18 and 36  
 MIRL Rwy 18-36



APP CRS <b>355°</b>	Rwy Idg <b>5495</b>
	TDZE <b>197</b>
	Apt Elev <b>202</b>

# RNAV (GPS) RWY 36

DE RIDDER/ BEAUREGARD RGNL (DRI)

**▼** Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all DA 53 feet, and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile.

**▲** ASR



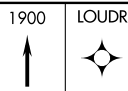
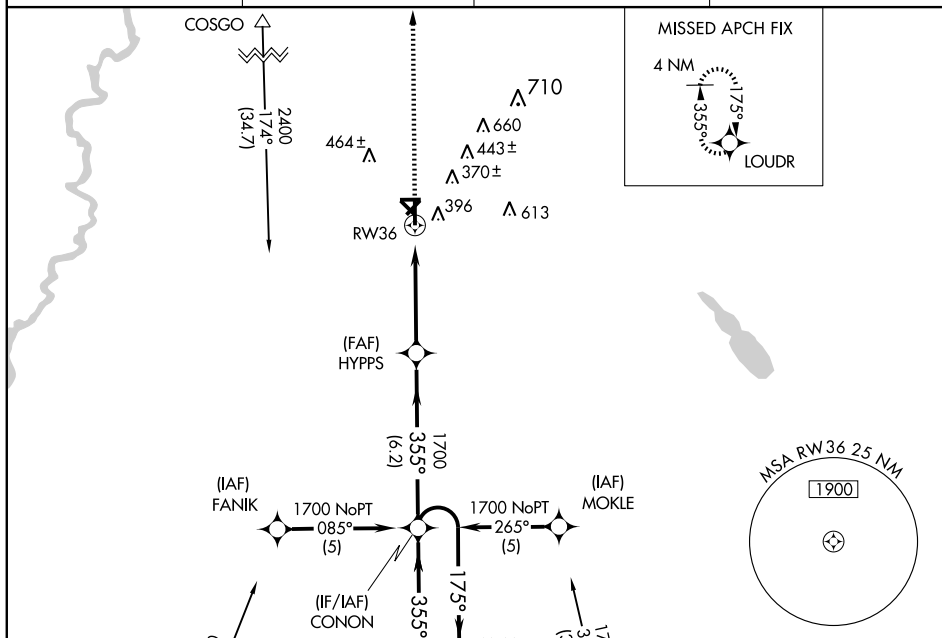
**MISSED APPROACH:**  
Climb to 1900 direct LOUDR and hold.

AWOS-3  
**118.225**

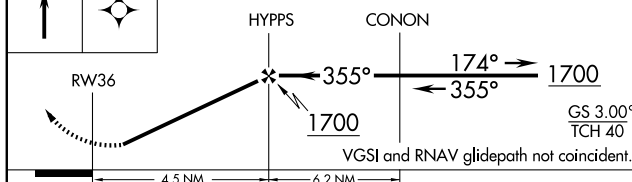
POLK APP CON  
**123.7 254.8**

DE RIDDER RADIO  
**122.2**

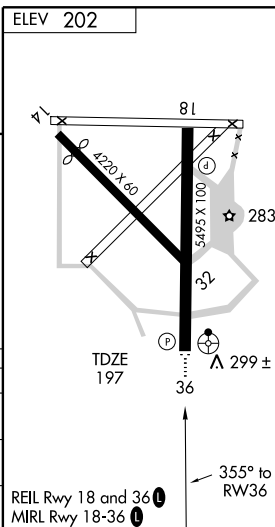
UNICOM  
**122.8** (CTAF) **①**



4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LNAV/VNAV DA	569-1¼ 372 (400-1¼)			
LNAV MDA	660-1 463 (500-1)	660-1¼ 463 (500-1¼)	660-1½ 463 (500-1½)	
CIRCLING	720-1 518 (600-1)	720-1½ 518 (600-1½)	780-2 578 (600-2)	



**EUNICE** (4R7) 2 S UTC-6(-5DT) N30°27.98' W92°25.43'

42 B S2 FUEL 100LL, JET A, MOGAS NOTAM FILE DRI

RWY 16-34: H5001X75 (ASPH) S-21 MIRL

RWY 16: REIL, PAPI(P2L)—GA 3.0° TCH 52'. Trees.

RWY 34: REIL, PAPI(P2L)—GA 3.0° TCH 50'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat and Sun on call. For fuel after hours call 337-457-6585. MIRL Rwy 16-34 and REIL Rwy 16 and Rwy 34 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ LAFAYETTE APP/DEP CON 128.7 (1030-0530Z†)

HOUSTON CENTER APP/DEP CON 126.35 (0530-1030Z†)

GCO 135.075 (LAFAYETTE APCH and DE RIDDER AFSS)

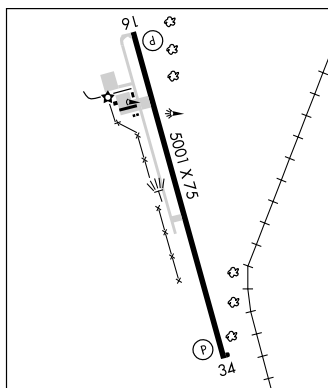
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LFT.

LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63'

W91°59.55' 303° 27.7 NM to fld. 36/3E. HIWAS.

DURALDE NDB (MHW) 263 ECV N30°33.59' W92°26.89' 164°  
5.7 NM to fld. NOTAM FILE DRI.

**HOUSTON**  
H-7D, L-21B, 22E, GOMC  
IAP



**FALSE RIVER RGNL** (See NEW ROADS)

## FARMERVILLE

**UNION PARISH** (F87) 4 SE UTC-6(-5DT) N32°43.50' W92°20.23'

121 B FUEL 100LL NOTAM FILE DRI

RWY 16-34: H2997X70 (ASPH) S-8 MIRL

RWY 16: SAVASI(V2L)—GA 5.5° TCH 31'. Thld dspcd 130'. Trees.

RWY 34: REIL, SAVASI(V2L)—GA 4.5° TCH 25'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Rwy 16-34 CLOSED to acft over 12,500 lbs. SAVASI Rwy 16 OTS indef. SAVASI Rwy 34 OTS indef. REIL Rwy 34 OTS indef. Windsock lgts OTS indef. MIRL Rwy 16-34 preset low ints, to incr intst and ACTIVATE REIL Rwy 34—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

**COMMUNICATIONS:** CTAF 122.9

**MEMPHIS**

**FLORENVILLE** N30°24.94' W89°49.20'. NOTAM FILE ASD.

NDB (MHW) 371 FNA 178° 4.2 NM to Slidell.

**NEW ORLEANS**  
L-21B, 22F, GOMC

**FORT POLK** (See POLK AAF)

**FRANKLINTON** (2R7) 3 SE UTC-6(-5DT) N30°49.17' W90°06.75'

175 B NOTAM FILE DRI

RWY 13-31: H3000X75 (ASPH) S-20 MIRL

RWY 13: REIL, PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 31: REIL, PAPI(P2L)—GA 3.0° TCH 50'. Trees.

**AIRPORT REMARKS:** Unattended. MIRL Rwy 13-31, REIL Rwy 13 and Rwy 31 preset low ints, to incr ints ACTIVATE—CTAF.

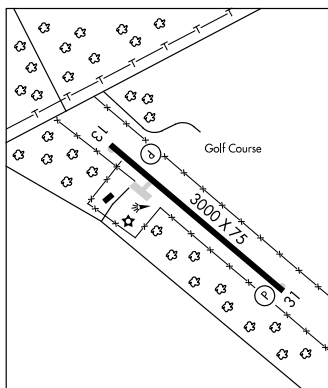
**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

PICAYUNE (L) VORTAC 112.2 PCU Chan 59 N30°33.67'

W89°43.83' 303° 25.1 NM to fld. 70/5E.

**NEW ORLEANS**  
L-21B, 22F



NDB EGY <b>263</b>	APP CRS <b>165°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>40</b> <b>42</b>
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**NDB RWY 16**

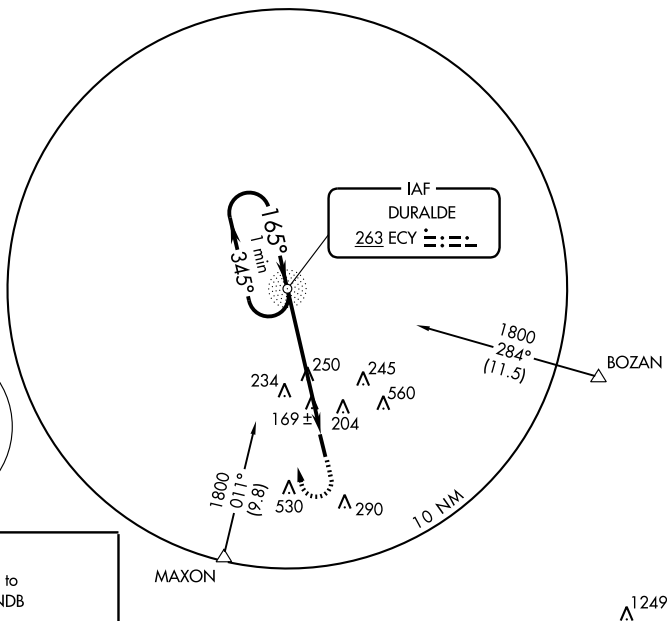
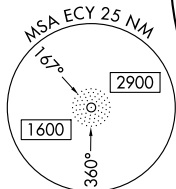
EUNICE (4R7)



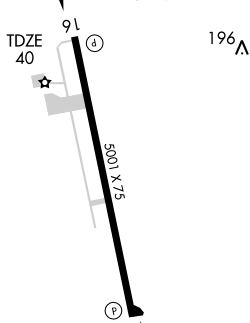
NA

Use Lafayette Rgnl altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 direct EGY NDB and hold.

LAFAYETTE APP CON ★  
**128.7 268.7**GCO  
**135.075**UNICOM  
**122.8 (CTAF) 0**

ELEV 42

165° to  
EGY NDBMRL Rwy 16-34  
REIL Rwy 16 and 34

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

One Minute  
Holding Pattern

1800

345°

165°

NDB

3.02°  
TCH 52

5.3 NM

1100



1800



EGY



263

CATEGORY	A	B	C	D
S-16	640-1	600 (600-1)	640-1½ 600 (600-1½)	NA
CIRCLING	640-1	598 (600-1)	640-1½ 598 (600-1½)	NA

EUNICE, LOUISIANA

Amdt 1 09295

30°28'N-92°25'W

EUNICE (4R7)

**NDB RWY 16**

## RNAV (GPS) RWY 16

EUNICE (4R7)

APP CRS  
**164°**Rwy Idg **5001**  
TDZE **40**  
Apt Elev **42**

Use Lafayette Rgnl altimeter setting.

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.



When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climbing right turn to 1700 direct JEGIL WP and hold.

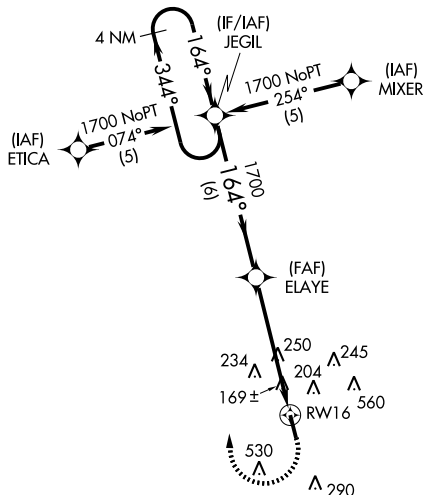
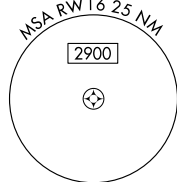
LAFAYETTE APP CON ★

**128.7 268.7**

GCO

**135.075**

UNICOM

**122.8 (CTAF) 0**

Procedure NA for arrival at HATHA via V222 southwest bound.

1800

4 NM  
Holding Pattern

JEGIL

ELAYE

1700 ← 344°  
164° → 1700

6 NM

5 NM

CATEGORY	A	B	C	D
RNAV MDA	580-1	540 (600-1)	580-1½ 540 (600-1½)	NA
CIRCLING	620-1	578 (600-1)	620-1½ 578 (600-1½)	NA

ELEV 42

164° to  
RW16

91

TDZE

40

500 X 75

34

REIL Rwy 16 and 34 0  
MIRL Rwy 16-34 0



## RNAV (GPS) RWY 34

EUNICE (4R7)

APP CRS <b>355°</b>	Rwy Idg <b>5001</b>
	TDZE <b>42</b>
	Apt Elev <b>42</b>



Use Lafayette Rgnl altimeter setting.  
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
When VGSI inoperative, circling Rwy 16 NA at night.

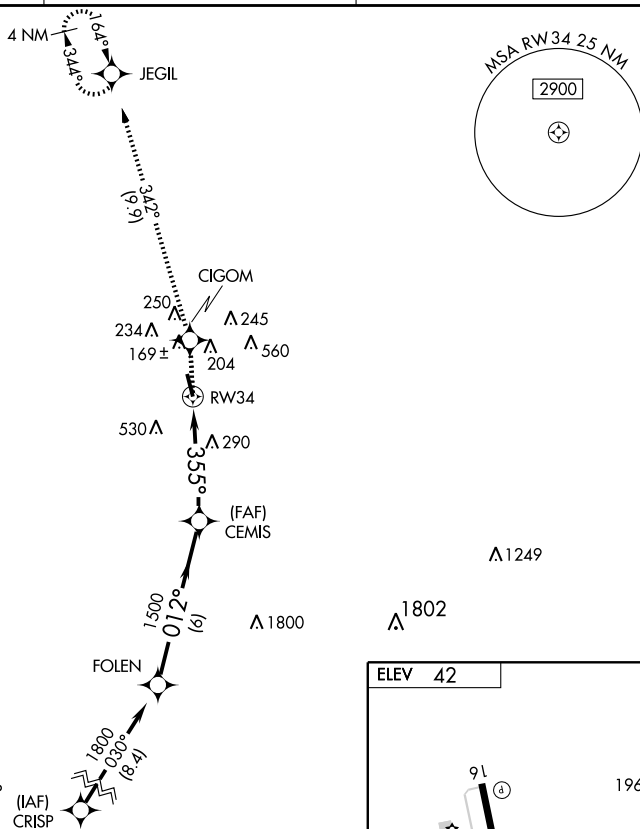


MISSED APPROACH: Climb to 1700 direct CIGOM WP and via 342° track to JEGIL WP and hold.

LAFAYETTE APP CON ★  
**128.7 268.7**

GCO  
**135.075**

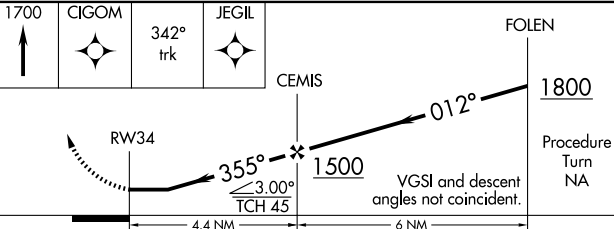
UNICOM  
**122.8 (CTAF) 0**



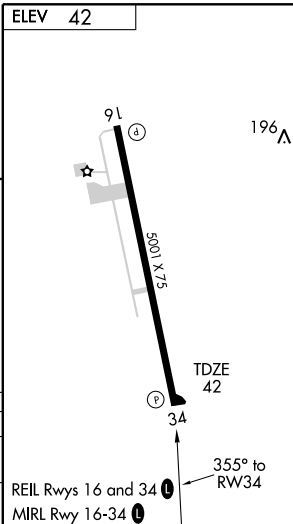
Procedure NA for arrival at CRISP via V20-70 westbound.

(IAF) CRISP

CEMIS



CATEGORY	A	B	C	D
LNNAV MDA	660-1 618 (700-1)	660-1 618 (700-1 3/4)	660-1 618 (700-1 3/4)	NA
CIRCLING	660-1 618 (700-1)	660-1 618 (700-1 3/4)	660-1 618 (700-1 3/4)	NA



VORTAC LFT <b>109.8</b> Chan <b>35</b>	APP CRS <b>303°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>42</b>
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**VOR/DME-A**  
EUNICE (4R7)



NA

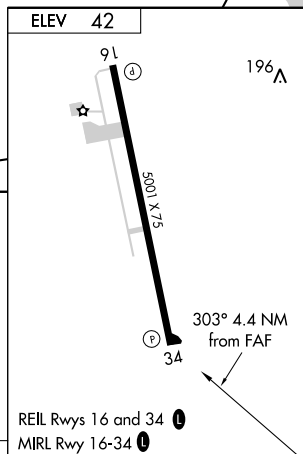
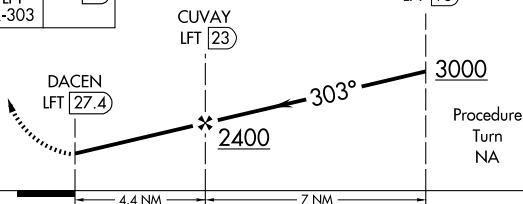
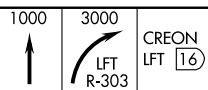
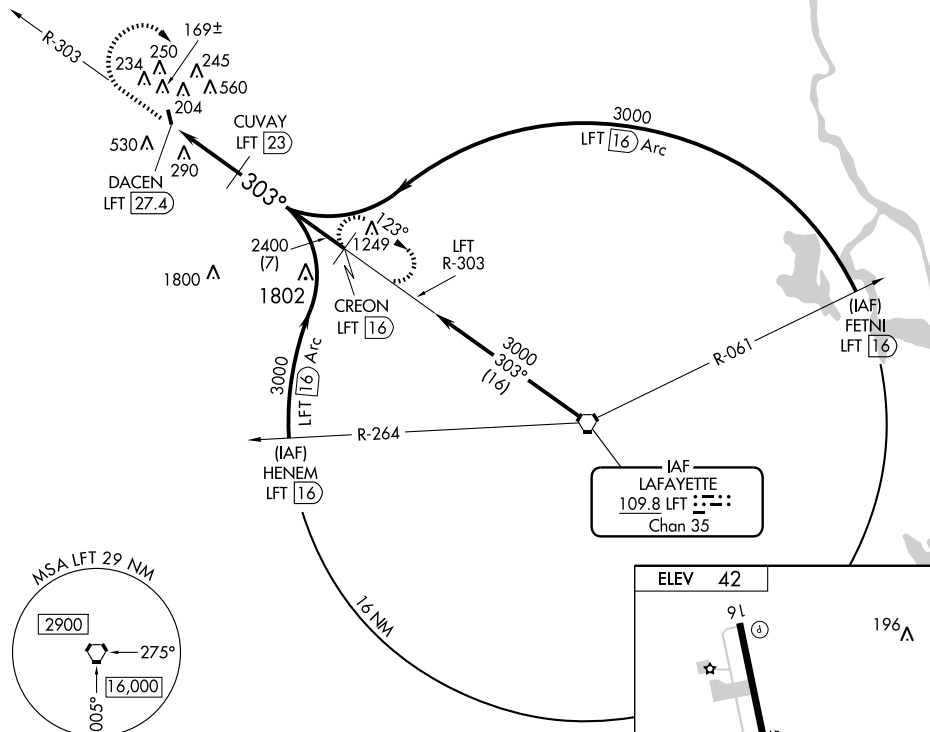
Use Lafayette Rgnl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via LFT R-303 to CREON/LFT 16 DME and hold.

LAFAYETTE APP CON ★  
**128.7 268.7**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
CIRCUING	800-1 758 (800-1)	800-1¼ 758 (800-1¼)	800-2¼ 758 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

**POLK AAF** (FORT POLK) (POE)(KPOE) A 7 SE UTC-6(-5DT) N31°02.69' W93°11.50'**HOUSTON**

330 B TPA—See Remarks NOTAM FILE DRI

**L-218, 22E****Rwy 15-33:** H4100X100 (ASPH) PCN 36 F/A/W/T HIRL**DIAP****Rwy 15:** ODALS. REIL. PAPI(P4L). Thld dspcd 200'.**Rwy 33:** ALSF1. REIL. PAPI(P4L).**MILITARY SERVICE:** LGT Rwy 15 and Rwy 33 PAPI OTS indef. **FUEL** J8 **OIL** O-156 **TRAN ALERT** Limited svc. No follow-me.

**MILITARY REMARKS:** Opr Mon-Fri 1300-0400Z. Closed weekends and fed hols. 24 hr ops during JRTC rotations. **RSTD** PPR 24 hr DSN 863-7328, C337-531-4831/7328. Ltd to C-130 & smaller acft. South & midfield twys clsd to all fixed winged acft. Parallel twy between twy A and midfield twy clsd to C-130 acft. **CAUTION** Steep drop-off at apch end of Rwy 15. Sinking asphalt on N ramp taxilane. No C-130 mooring points on ramp. C-130 aircrews must use wingwalkers when parking next to C-130 acft. Ltd afld signage. Faded non-reflective afld markings. **TFC PAT** All patterns W of fld. TPA—Fixed Wing tfc 1800(1470), Rotary Wing tfc 1000(670). **MISC** Rotary Wing Special VFR dalgt 500-1, ngt unaided/ngt vision goggles 700-2, Fixed Wing Special VFR not authorized. Rotary wing Special VFR recovery only dalgt 300-4/2, ngt unaided/Night Vision Devices 500-1, Fixed Wing Special VFR recovery not authorized. Surface visibility observation blocked NW-SE by hills, building and trees. Wx forecast avbl 26th OWS, DSN 781-4775, C1-866-223-9328 toll free.

**COMMUNICATIONS:** ATIS 134.85 234.3**(R) APP/DEP CON** 123.7 254.8**TOWER** 119.0 257.75 41.5 **GN D CON** 121.8 239.25**PMSV METRO** 134.1 249.75 40.35 **POE OPS** 36.05 374.2 **RANGE CON** 143.2 373.3 40.95**MEDEVAC OPS** 42.50 **FLT FOLLOWING** 123.7 254.8 (All flights ctc Polk apch 30 NM out.)**RADIO AIDS TO NAVIGATION:** NOTAM FILE DRI.(T) **VORTAC** 108.4 FXU Chan 21 N31°06.70' W93°13.07' 156° 4.2 NM to fld. 315/5E. Unusable 340°-029° byd 20 NM blo 3000'.**GATOR NDB (MHW)** 359 GUV N31°01.70' W93°11.09' 336° 1.1 NM to fld.**ASR/PAR****COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.**POLLOCK MUNI** (L66) 4 SW UTC-6(-5DT) N31°28.65' W92°27.67'**HOUSTON**

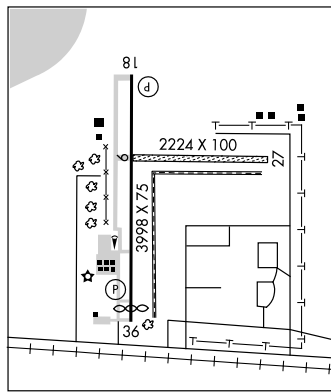
203 B NOTAM FILE DRI

**L-218, 22E****Rwy 18-36:** H4499X75 (ASPH) S-49 MIRL**Rwy 18:** Trees. **Rwy 36:** Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z. First 1000' Rwy 18 CLOSED indef. Rwy 18-36 cracking and grass growing through cracks. Cracks in rwy > ¼ inch. Surface rough. Ponding/standing water outer edges of Rwy 18 apch. Helicopter running landings not authorized on Rwy 18-36. Extensive military operations. Rotating bcn located 1/2 mile SE of arpt. MIRL Rwy 18-36 preset low ints, to incr ints **ACTIVATE**-122.7.

**COMMUNICATIONS:** CTAF/UNICOM 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.**ALEXANDRIA (H) VORTACW** 116.1 AEX Chan 108 N31°15.40' W92°30.06' 006° 13.4 NM to fld. 80/3E. **HIWAS**.**RAYVILLE****JOHN H HOOKS JR MEM** (M79) 1 NW UTC-6(-5DT) N32°29.13' W91°46.26'**MEMPHIS**83 B S4 **FUEL** 100LL, JET A NOTAM FILE DRI**L-18F****Rwy 18-36:** H3998X75 (ASPH) S-12 MIRL**IAP****Rwy 18:** REIL. PAPI(P2L)—GA 3.5° TCH 58'. Trees.**Rwy 36:** REIL. PAPI(P2L)—GA 3.5° TCH 53'. Thld dspcd 291'. Trees.**Rwy 09-27:** 2224X100 (TURF)**Rwy 09:** Trees. **Rwy 27:** P-line.

**AIRPORT REMARKS:** Attended dalgt hrs. Rwy 18 thld dspcd 1200' indef. Dspcd thld markings NSTD-yellow. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to increase ints **ACTIVATE**—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**MONROE APP/DEP CON** 126.9 (1200-0400Z)**(R) FORT WORTH CENTER APP/DEP CON** 126.325 (0400-1200Z)**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.**MONROE (L) VORTACW** 117.2 MLU Chan 119 N32°31.01' W92°02.16' 095° 13.6 NM to fld. 80/3E. **HIWAS**.**MOLLY RIDGE NDB (MHW)** 338 MRK N32°24.55' W91°46.68' 002° 4.6 NM to fld. NOTAM FILE DRI.

NDB GUV <b><u>359</u></b>	APCH CRS <b>156°</b>	Rwy Idg <b>3912</b> TDZE <b>329</b> Arpt Elev <b>330</b>
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AL-5096 [USA]

POLK AAF (KPOE)

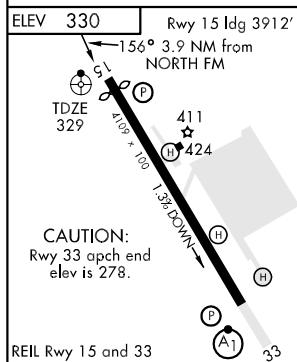
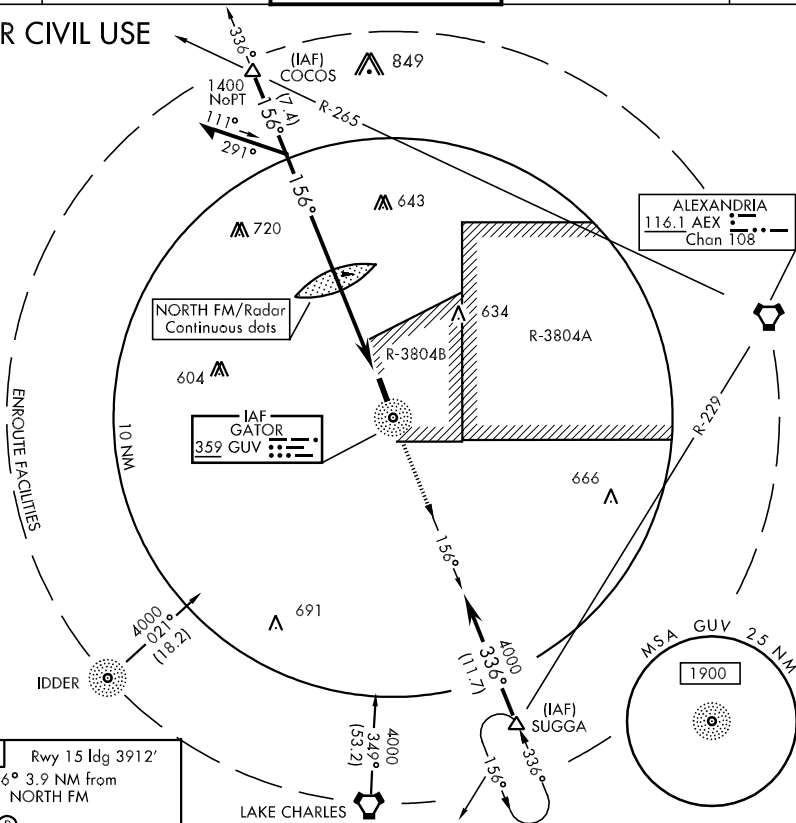
**CAUTION:** Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS intersection. Procedure turn Fix to FAF exceeds 4 NM.

ODALS

**MISSED APPROACH:** Climb to 2000  
direct GUV NDB then via brg 156°  
to SUGGA INT and hold.

ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 234.3	123.7 254.8	119.0 257.75	121.8 239.25	

NOT FOR CIVIL USE



REIL Rwy 15 and 33  
HIRL Rwy 15-33

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-15	820-34 491 (500-34)		820-1 491(500-1)	820-1/4 491(500-1/4)
CIRCLING	820-1 490 (500-1)		820-1 1/2 490(500-1 1/2)	880-2 550(600-2)

NDB	GUV	APCH CRS	Rwy Idg	4109
359		336°	TDZE	316
			Arpt Elev	330

AL-5096 [USA]

NDB RWY 33

POLK AAF (KPOE)

CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS INT.



MISSED APPROACH: Climb to 2000 via GUV NDB brg 336° to COCOS INT and hold.

ATIS  
134.85 234.3

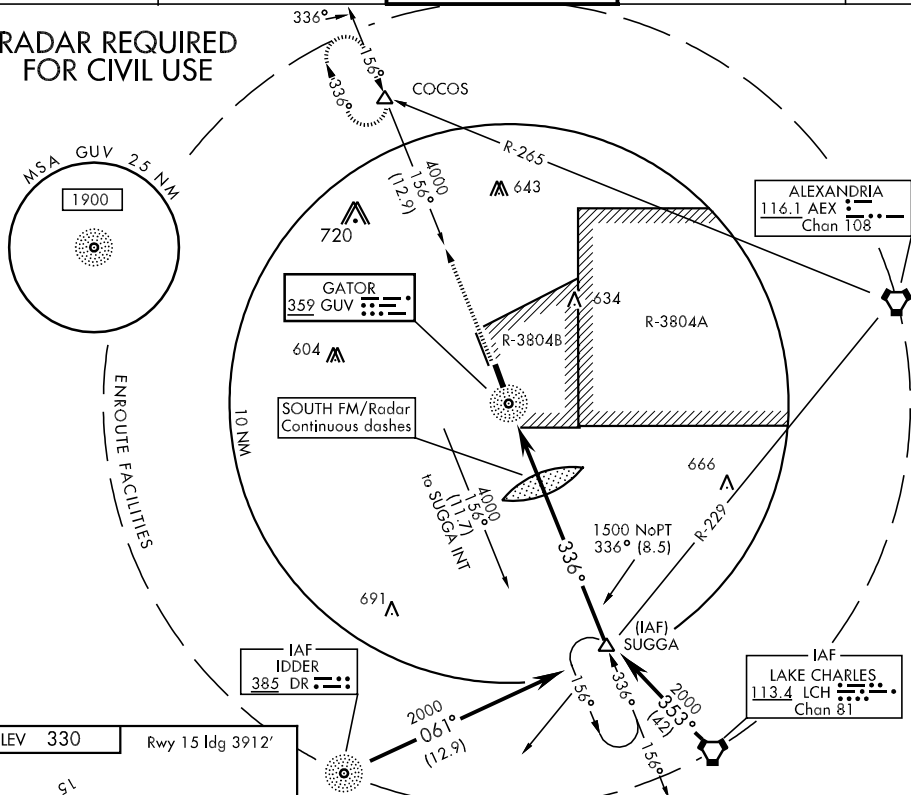
POLK APP CON  
123.7 254.8

POLK TOWER  
119.0 257.75

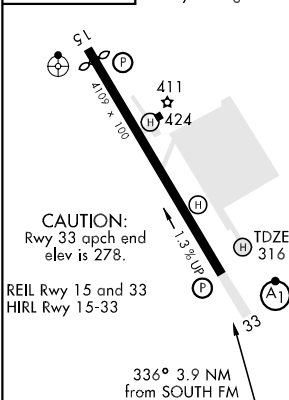
GND CON  
121.8 239.25

ASR/PAR

RADAR REQUIRED  
FOR CIVIL USE



ELEV 330 Rwy 15 Idg 3912'





VORTAC FXU  
**108.4**  
Chan **21**

APCH CRS  
**336°**

Rwy Idg **4109**  
TDZE **316**  
Arpt Elev **330**

▲ GPS NA

**CAUTION:** Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS INT.

ALSF-1



**MISSED APPROACH:** Climb to 2000 via R-156 to FXU VORTAC, then via R-336 to COCOS INT FXU 7.4 DME and hold.

ATIS  
**134.85 234.3**

POLK APP CON  
**123.7 254.8**

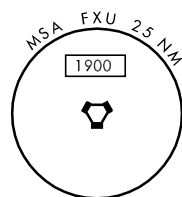
POLK TOWER  
**119.0 257.75**

GND CON  
**121.8 239.25**

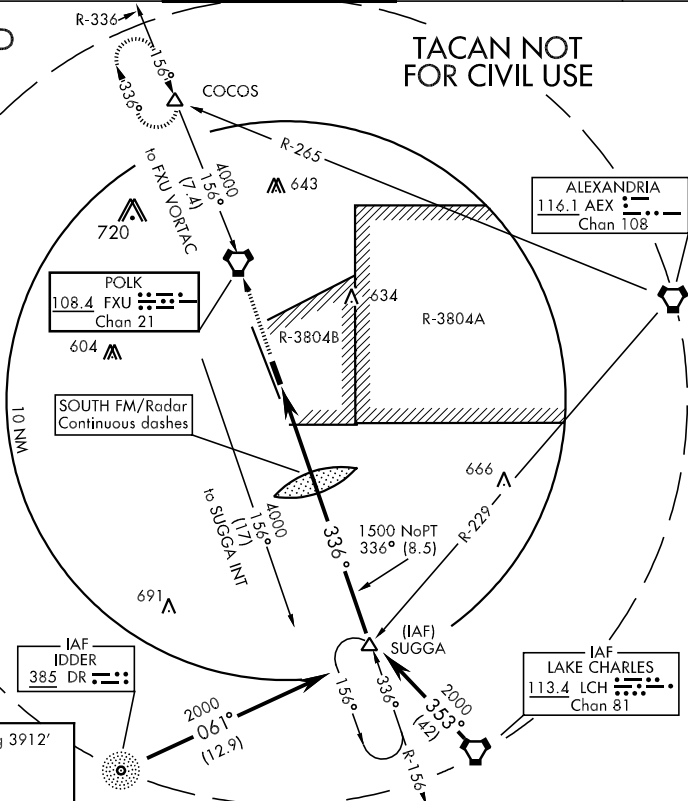
ASR/PAR

**RADAR REQUIRED  
FOR CIVIL USE**

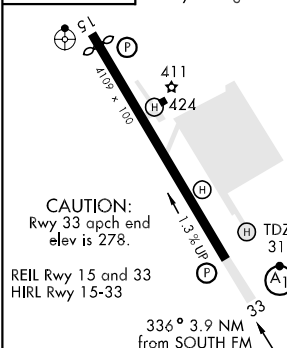
**TACAN NOT  
FOR CIVIL USE**



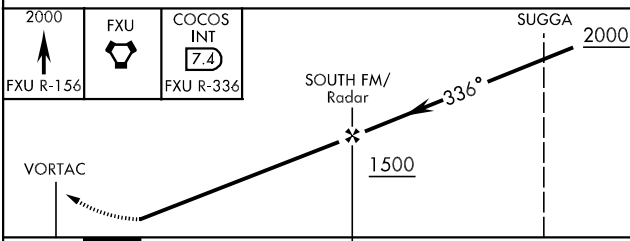
ENROUTE FACILITIES



ELEV 330 Rwy 15 Idg 3912'



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-33	700-1	384 (400-1)		700-1½ 384(400-1½)
CIRCLING	820-1	490 (500-1)	820-1½ 490(500-1½)	880-2 550(400-2)

## GALLIANO

**SOUTH LAFOURCHE LEONARD MILLER JR.** (GAO) 1E UTC-6(-5DT) N29°26.47' W90°15.67' NEW ORLEANS

1 B FUEL 100LL, JET A1+ NOTAM FILE DRI  
RWY 18-36: H6502X100 (ASPH) S-60, D-75 MIRL

H-7E, L-21B, 22F, GOMC  
IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Trees.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 50'.

**AIRPORT REMARKS:** Attended continuously. Self svc fuel avbl 24 hrs with credit card. PAEW on and invof arpt. REIL Rwy 18 OTS indef. REIL Rwy 36 OTS indef. MIRL Rwy 18-36 and REIL Rwy 18 and Rwy 36 preset low intensity dusk to dawn, to increase intensity  
ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (985) 475-5178.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ NEW ORLEANS APP/DEP CON 123.85

GCO 135.075 (DE RIDDER FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DRI.

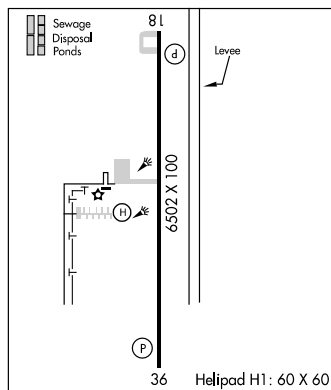
LEEVILLE (H) VORTAC 113.5 LEV Chan 82 N29°10.51'

W90°06.24' 331° 17.9 NM to fld. 02/2E.

LOC/DME 109.1 I-GAO Chan 28 Rwy 36.

• • • • •

HELIPAD H1: H60X60 (CONC)



**GATOR** N31°01.70' W93°11.09' NOTAM FILE DRI.

NDB (MHW) 359 GUV 336° 1.1 to Polk AAF.

HOUSTON  
L-21B, 22E

**GEORGE R CARR MEM AIR FLD** (See BOGALUSA)

## GONZALES

**LOUISIANA RGNL** (L38) 2 S UTC-6(-5DT) N30°10.36' W90°56.44'

14 B S2 FUEL 100LL, JET A NOTAM FILE DRI

RWY 17-35: H3998X99 (ASPH) S-30, D-60 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z±. Other times call 225-647-4568. 100LL avbl self service with credit card. Deer on and invof arpt. PAEW on arpt. MIRL Rwy 17-35 and REIL Rwy 17 and Rwy 35 preset low ints dusk to dawn, to incr ints  
ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

GCO 135.075 (BATON ROUGE App and DE RIDDER FSS)

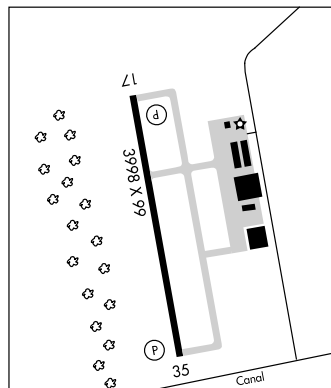
Ⓡ BATON ROUGE APP/DEP CON 126.5 (1100-0600Z±)

HOUSTON CENTER APP/DEP CON 126.35 (0600-1100Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTR.

BATON ROUGE (L) VORTACW 116.5 BTR Chan 112 N30°29.11'

W91°17.64' 129° 26.2 NM to fld. 20/6E.



NEW ORLEANS  
L-21B, 22F, GOMC  
IAP

**GREEN CANYON 338** GRY N27°37.48' W90°26.47'

AWOS-3 118.875

L-21C, GOMC



LOC/DME I-GAO  
**109.1**  
Chan **28**

APP CRS  
359°

Rwy Idg	<b>6502</b>
TDZE	<b>-1</b>
Apt Elev	<b>1</b>

LOC/DME RWY 36  
GALLIANO/ SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

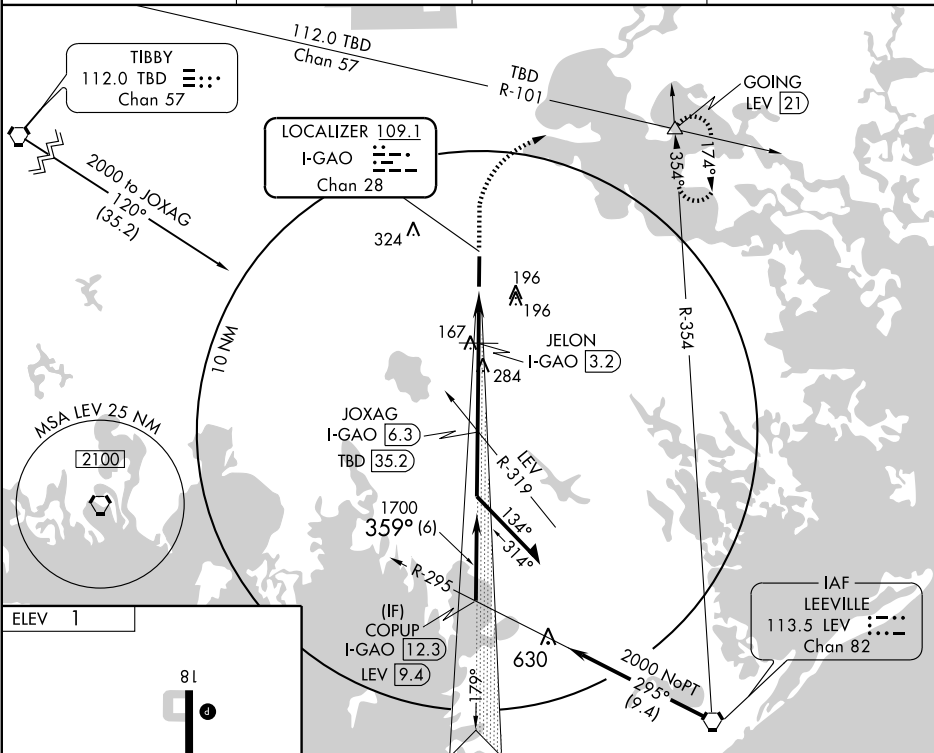
**T** When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 80 feet, and increase S-36 Cat C, D and Circling Cat C visibility  $\frac{1}{4}$  mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

**MISSED APPROACH:** Climb to 1200 then climbing right turn to 2000 heading 080° and TBD VORTAC R-101 to GOING INT/LEV 21 DME and hold

AWOS-3  
118.175

NEW ORLEANS APP CON  
123.85 256.9

GCO  
135.075

UNICOM  
123.0 (CTAF) **L**

ELEV 1

81

6502 X 100

TDZ

1

 $\Delta 56 \pm$ MIRL Rwy 18-36 **L**

RFII Rwy 18 and 36 L

GALLIANO, LO  
Orig 03JUN10

1200 ↑	2000 ↗	HDG 080° TBD R-101	GOING △	JOXAG INT I-GAO <u>6.3</u>	Remain within 10 NM
CATEGORY	A	B	C	D	
S-36	320-1 321 (400-1)				
CIRCLING	500-1 499 (500-1)	560-1 559 (600-1)	560-1½ 559 (600-1½)	560-2 559 (600-2)	

GALLIANO, LOUISIANA

GALLIANO/ SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

29°26'N - 90°16'W

LOC/DME RWY 36

SC-4. 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>61308</b> <b>W18A</b>	APP CRS <b>179°</b>	Rwy Idg <b>6502</b> TDZE Apt Elev <b>1</b>
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**RNAV (GPS) RWY 18**

GALLIANO/SOUTH LAFOURCHE LEONARD MILLER JR (G.A.O.)

**⚠** For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA and MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile.

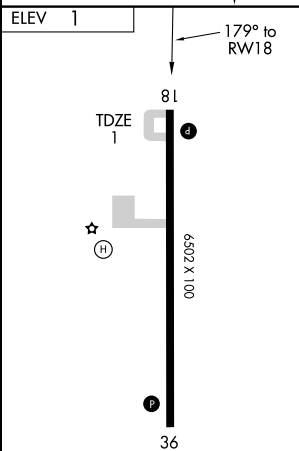
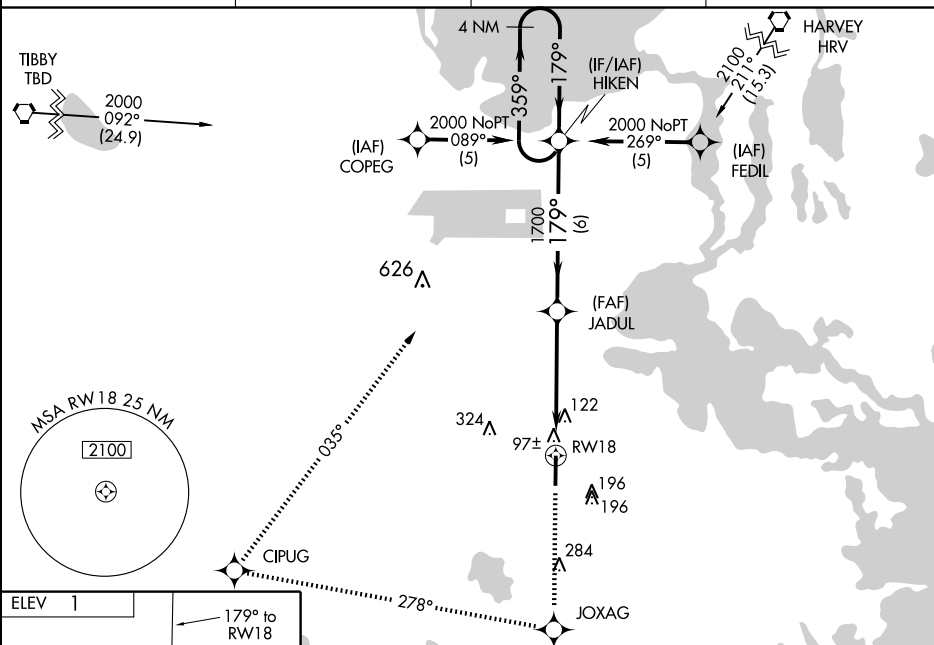
**MISSED APPROACH:** Climb to 2000 direct JOXAG and right turn via 278° track to CIPUG and right turn via 035° track to HIKEN and hold.

AWOS-3  
**118.175**

NEW ORLEANS APP CON  
**123.85 256.9**

GCO  
**135.075**

UNICOM  
**123.0 (CTAF) 1**



2000	JOXAG	CIPUG	HIKEN	4 NM Holding Pattern
	↑	tr 278°	tr 035°	
*LNAV only				
1.2 3.9 NM 6 NM				
CATEGORY	A	B	C	D
LPV DA	351-1¼ 350 (400-1¼)			
LNAV/VNAV DA	382-1¼ 381 (400-1¼)			
LNAV MDA	440-1	439 (500-1)	440-1¼ 439 (500-1¼)	440-1½ 439 (500-1½)
CIRCLING	500-1 499 (500-1)	560-1 559 (600-1)	560-1½ 559 (600-1½)	560-2 559 (600-2)

WAAS CH <b>69608</b> <b>W36A</b>	APP CRS <b>359°</b>	Rwy Idg <b>6502</b> TDZE <b>-1</b> Apt Elev <b>1</b>
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# RNAV (GPS) RWY 36

GALLIANO/SOUTH LAFOURCHE LEONARD MILLER JR (G.A.O.)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

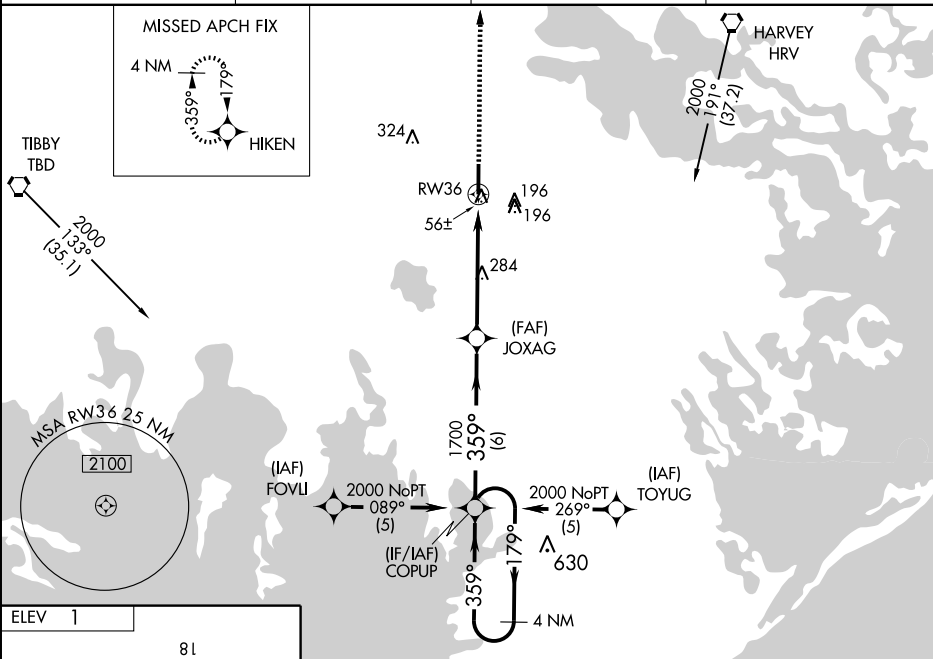
MISSED APPROACH: Climb to 2000 direct HIKEN and hold.

AWOS-3  
**118.175**

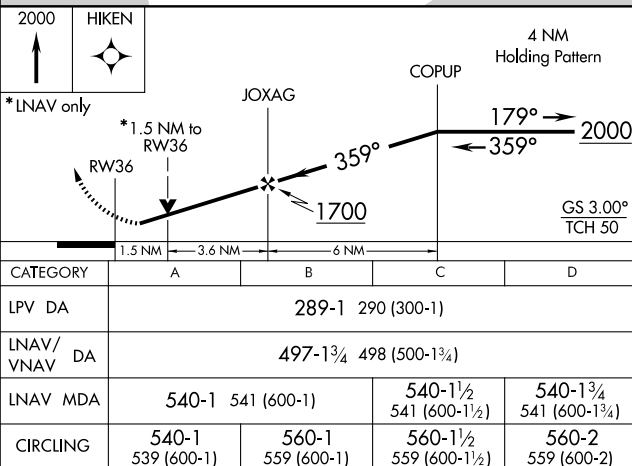
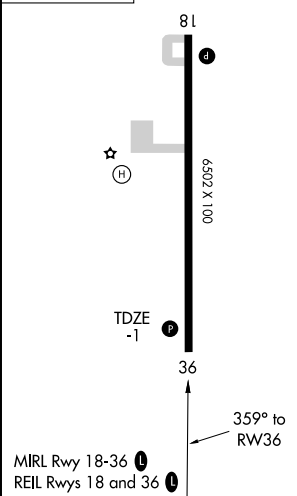
NEW ORLEANS APP CON  
**123.85 256.9**

GCO  
**135.075**

UNICOM  
**123.0** (CTAF) **1**



ELEV **1**



## GALLIANO

**SOUTH LAFOURCHE LEONARD MILLER JR.** (GAO) 1E UTC-6(-5DT) N29°26.47' W90°15.67' NEW ORLEANS

1 B FUEL 100LL, JET A1+ NOTAM FILE DRI  
RWY 18-36: H6502X100 (ASPH) S-60, D-75 MIRL

H-7E, L-21B, 22F, GOMC  
IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Trees.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 50'.

**AIRPORT REMARKS:** Attended continuously. Self svc fuel avbl 24 hrs with credit card. PAEW on and invof arpt. REIL Rwy 18 OTS indef. REIL Rwy 36 OTS indef. MIRL Rwy 18-36 and REIL Rwy 18 and Rwy 36 preset low intensity dusk to dawn, to increase intensity  
ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (985) 475-5178.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ NEW ORLEANS APP/DEP CON 123.85

GCO 135.075 (DE RIDDER FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DRI.

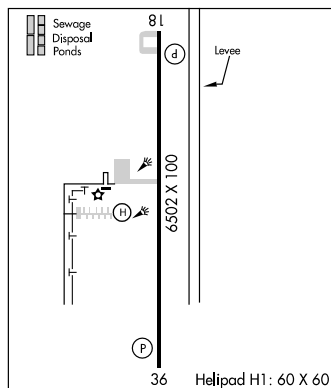
LEEVILLE (H) VORTAC 113.5 LEV Chan 82 N29°10.51'

W90°06.24' 331° 17.9 NM to fld. 02/2E.

LOC/DME 109.1 I-GAO Chan 28 Rwy 36.

• • • • •

HELIPAD H1: H60X60 (CONC)



**GATOR** N31°01.70' W93°11.09' NOTAM FILE DRI.

NDB (MHW) 359 GUV 336° 1.1 to Polk AAF.

HOUSTON  
L-21B, 22E

**GEORGE R CARR MEM AIR FLD** (See BOGALUSA)

## GONZALES

**LOUISIANA RGNL** (L38) 2 S UTC-6(-5DT) N30°10.36' W90°56.44'

14 B S2 FUEL 100LL, JET A NOTAM FILE DRI

RWY 17-35: H3998X99 (ASPH) S-30, D-60 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z±. Other times call 225-647-4568. 100LL avbl self service with credit card. Deer on and invof arpt. PAEW on arpt. MIRL Rwy 17-35 and REIL Rwy 17 and Rwy 35 preset low ints dusk to dawn, to incr ints  
ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

GCO 135.075 (BATON ROUGE App and DE RIDDER FSS)

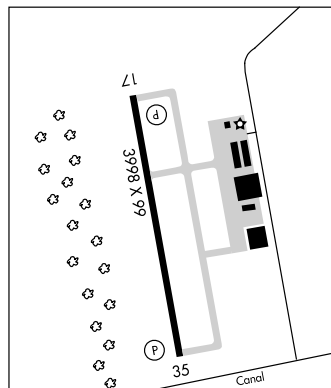
Ⓡ BATON ROUGE APP/DEP CON 126.5 (1100-0600Z±)

HOUSTON CENTER APP/DEP CON 126.35 (0600-1100Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTR.

BATON ROUGE (L) VORTACW 116.5 BTR Chan 112 N30°29.11'

W91°17.64' 129° 26.2 NM to fld. 20/6E.



NEW ORLEANS  
L-21B, 22F, GOMC  
IAP

**GREEN CANYON 338** GRY N27°37.48' W90°26.47'

AWOS-3 118.875

L-21C, GOMC

APP CRS <b>169°</b>	Rwy Idg <b>3998</b> TDZE <b>14</b> Apt Elev <b>15</b>
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# RNAV (GPS) RWY 17

GONZALES/LOUISIANA RGNL (L38)

**▽** DME/DME RNP-0.3 NA. Use Baton Rouge Metropolitan, Ryan Field  
**▲** NA alimeter setting; if not received, use Hammond Northshore Rgnl  
 alimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2000  
 direct EDUYA and hold.

BATON ROUGE APP CON \*

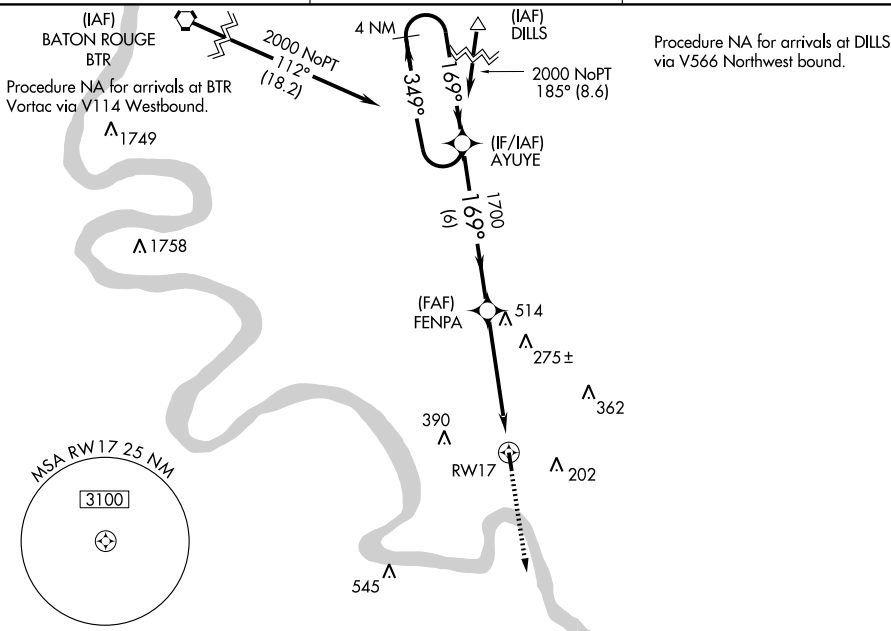
**126.5 278.3**

GCO

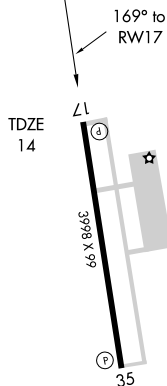
**135,075**

UNICOM

**123.0 (CTAF) 0**

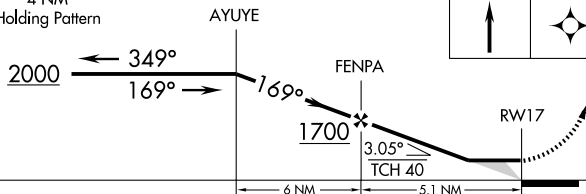


ELEV 15



REIL Rwy 17 and 35 **0**  
 MIRL Rwy 17-35 **0**

4 NM  
 Holding Pattern



CATEGORY	A	B	C	D
LNVA MDA	520-1	506 (600-1)	520-1½	506 (600-1½)
CIRCLING	520-1	505 (600-1)	620-1¾ 605 (700-1¾)	640-2 625 (700-2)

APP CRS  
**349°**

Rwy Idg **3998**  
TDZE **14**  
Apt Elev **15**

# RNAV (GPS) RWY 35

GONZALES/ LOUISIANA RGNL (L38)

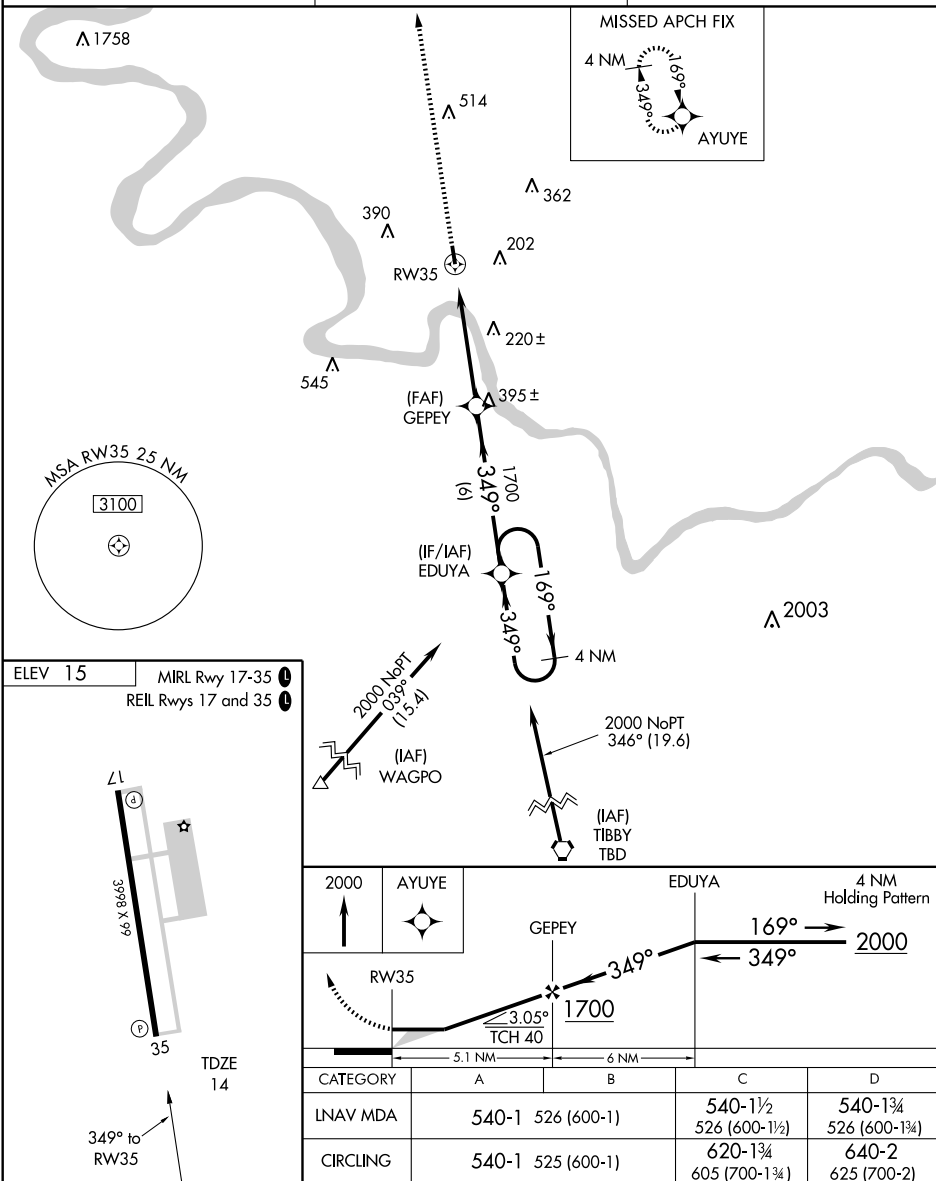
**▽** DME/DME RNP-0.3 NA. Use Baton Rouge Metropolitan, Ryan Field  
**▲ NA** altimeter setting; if not received, use Hammond Northshore Rgnl  
altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2000  
direct AYUYE and hold.

BATON ROUGE APP CON ★  
**126.5 278.3**

GCO  
**135.075**

UNICOM  
**123.0 (CTAF) 0**



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BTR <b>116.5</b> Chan <b>112</b>	APP CRS <b>129°</b>	Rwy Idg TDZE Apt Elev <b>15</b>	N/A N/A <b>15</b>
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VOR/DME-A

GONZALES/LOUISIANA RGNL (L38)

▼ Use Baton Rouge Metropolitan, Ryan Field altimeter setting; if not received, use Hammond Northshore Rgnl altimeter setting and increase all MDAs 20 feet.

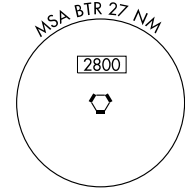
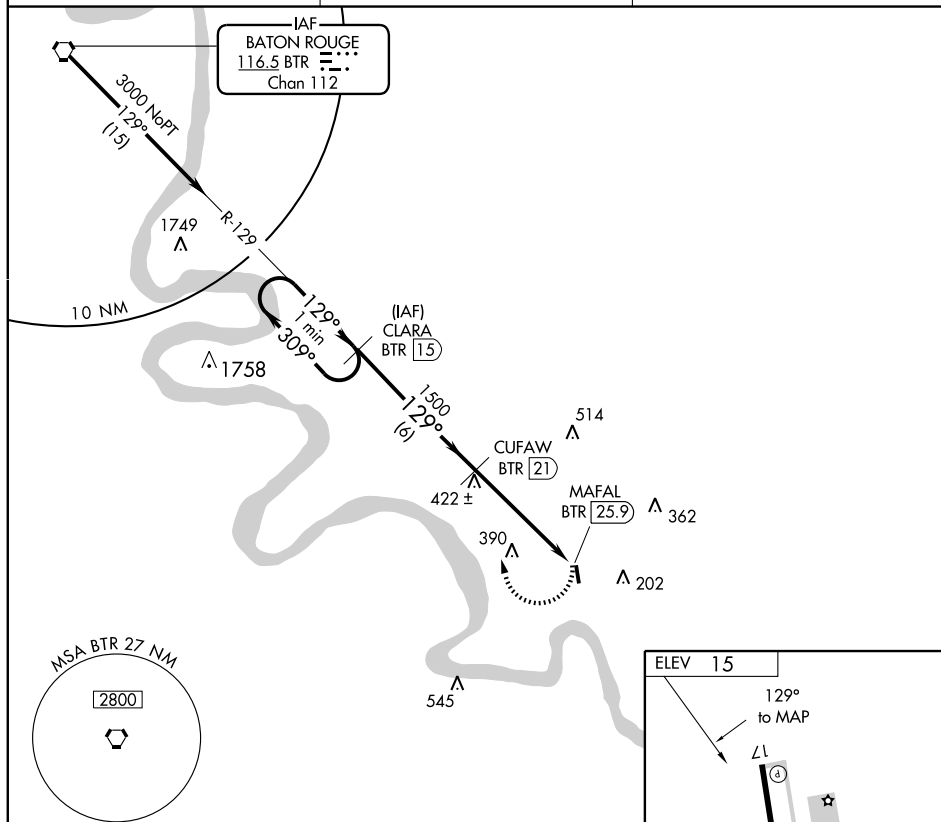
▲ NA

MISSED APPROACH: Climbing right turn to 3000 via BTR R-129 to CLARA/15 DME and hold.

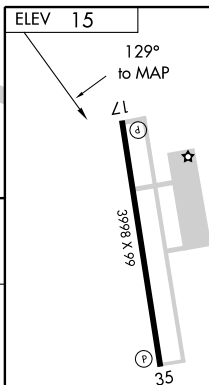
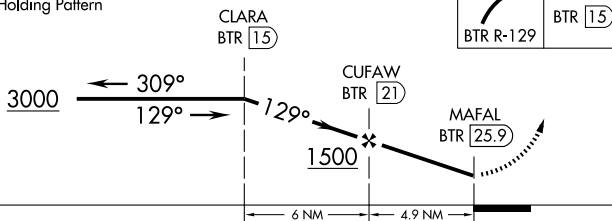
BATON ROUGE APP CON ★  
**126.5 278.3**

GCO  
**135.075**

UNICOM  
**123.0 (CTAF) ①**



One Minute  
Holding Pattern



REIL Rwy 17 and 35 ①  
MIRL Rwy 17-35 ①

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	800-1 785 (800-1)	800-1¼ 785 (800-1¼)	800-2¼ 785 (800-2¼)	800-2½ 785 (800-2½)	Min:Sec					

**HAMMOND NORTHSORE RGNL** (HDC) 3 NE UTC-6(-5DT) N30°31.30' W90°25.10'

NEW ORLEANS

47 B S4 FUEL 100LL, JET A TPA-1003(956) NOTAM FILE DRI

H-7D, L-21B, 22F, GOMC

RWY 13-31: H6502X100 (ASPH-CONC) S-22, D-33 MIRL

IAP

RWY 13: REIL. PAPI(P4L)—GA 3.30° TCH 50'. Trees.

RWY 31: REIL. PAPI(P4L)—GA 3.30° TCH 50'. Thld dspcd 690'. Trees.

RWY 18-36: H5001X150 (CONC) S-27, D-41 MIRL

RWY 18: MALSR. REIL. PAPI (P4L)—GA 3.0° TCH 52'.

RWY 36: REIL. PAPI (P4L)—GA 3.0° TCH 52'.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-0200Z†, Sat-Sun

1400-0000Z†. Self service fuel avbl 24 hrs with credit card on west ramp. Full svc avbl on southeast ramp. Birds, deer and coyotes on and invof arpt. Ultralight activity on and invof arpt. Transient parking and military and government acft serviced at Southeast apron at the FBO. Unmarked N-S Twy adjacent Rwy 18-36 clsd to acft over 80,000 lbs. Rwy 18-36 all safety areas NSTD. Electronic equipment, open ditches and erosion within safety area AER 36. MIRL Rwy 13-31 and Rwy 18-36, REIL Rwy 13, Rwy 31, Rwy 18 and Rwy 36 preset low ints dusk-dawn, to incr ints and ACTIVATE MALSR Rwy 18—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.325 (985) 542-3433.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ NEW ORLEANS APP/DEP CON 119.3 125.5

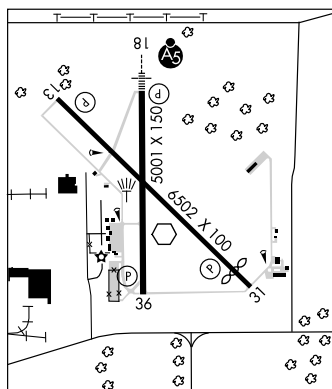
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSY.

RESERVE (L) VORW/DME 110.8 RQR Chan 45 N30°05.25' W90°35.32' 017° 27.5 NM to fld. 5/2E.

(T) VORW 109.6 HMU N30°31.17' W90°25.05' at fld. NOTAM FILE DRI.

ANGER NDB (LOM) 212 HP N30°36.38' W90°25.27' 174° 5.1 NM to fld. Unmonitored.

ILS 111.5 I-HPF Rwy 18. LOM ANGER NDB. ILS unmonitored weekends, unmonitored Mon-Fri 2300-1400Z†.



**HARRY P. WILLIAMS MEM** (See PATTERSON)

**HART** (See MANY)

**HARVEY** N29°51.01' W90°00.18' NOTAM FILE NEW.

NEW ORLEANS

(H) VORTACW 114.1 HRV Chan 88 220° 1.8NM to New Orleans NAS JRB

H-7E, 8F, L-21B, 22F, GOMC

(Alvin Callender Fld.). 0/2E.

VORTAC unusable:

360°-235° byd 30 NM blo 2,000'

247°-359° byd 30 NM blo 2,000'

236°-246° byd 20 NM blo 2,000'

**HODGE** N32°12.08' W92°43.56'. NOTAM FILE DRI.

MEMPHIS

NDB (MHW) 256 JBL at Jonesboro. Unmonitored. Unusable 350°-005° byd 10 NM.

L-17E

**HOMER MUNI** (5F4) 3 E UTC-6(-5DT) N32°47.31' W93°00.22'

MEMPHIS

244 B NOTAM FILE DRI

L-17E

RWY 12-30: H3199X60 (ASPH) S-12 MIRL 0.5% up NW

IAP

RWY 12: Trees. RWY 30: Trees.

**AIRPORT REMARKS:** Unattended. Rwy 12-30 MIRL OTS indef. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 12-30—122.8.

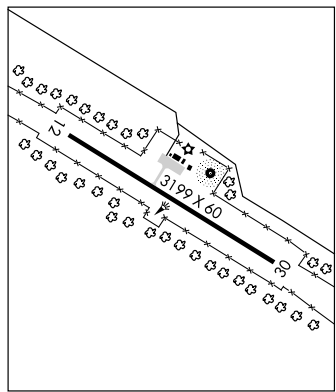
**COMMUNICATIONS:** CTAF 122.9

Ⓡ SHREVEPORT APP/DEP CON 118.6 (1200-0600Z†) 121.4 (0600-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28' W93°48.60' 081° 40.8 NM to fld. 190/7E.

NDB (MHW) 212 HMQ N32°47.41' W93°00.04' at fld. NOTAM FILE DRI.



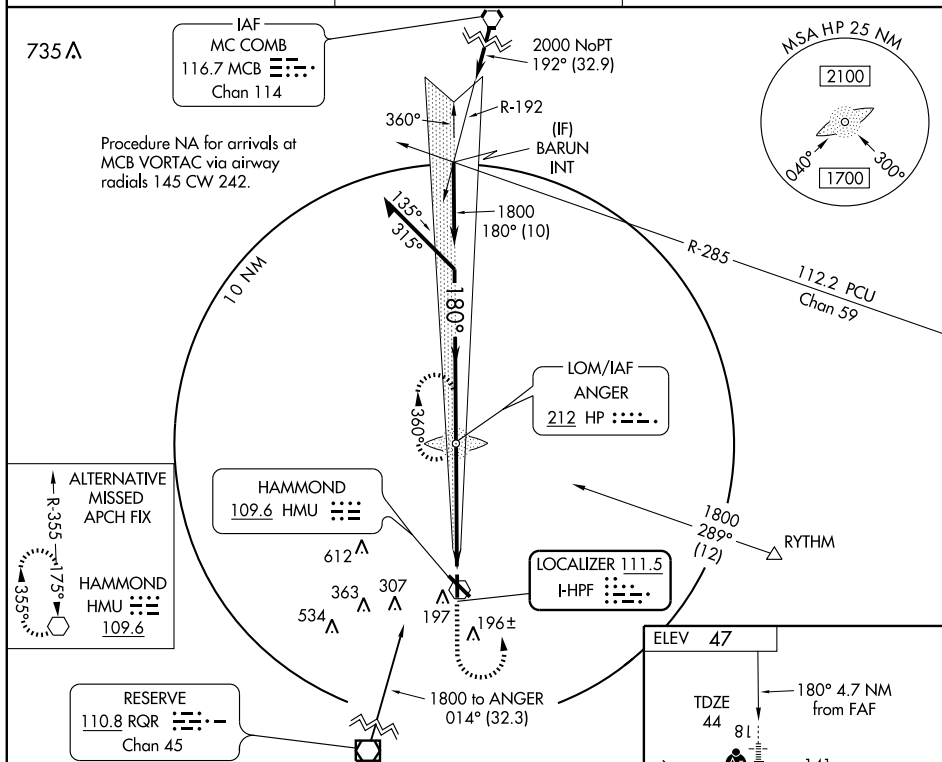


## ILS or LOC RWY 18

HAMMOND NORTHSORE RGNL (HDC)

<b>LOC I-HPF</b> <b>111.5</b>	<b>APP CRS</b> <b>180°</b>	<b>Rwy Idg</b> <b>5001</b> <b>TDZE</b> <b>44</b> <b>Apt Elev</b> <b>47</b>	<b>ADFS Required.</b> When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 89 feet, and all MDA 100 feet, increase S-LOC 18 Cat C/D visibility ¼ mile and Circling Cat D visibility ¼ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase S-ILS 18 all Cats visibility to 1 mile.	<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 1800 then left turn via 345° bearing to ANGER LOM and hold.
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<b>AWOS-3</b> <b>118.325</b>	<b>NEW ORLEANS APP CON</b> <b>119.3 350.35</b>	<b>UNICOM</b> <b>122.7 (CTAF) 0</b>
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WAAS CH <b>45818</b> <b>W18A</b>	APP CRS <b>180°</b>	Rwy Idg TDZE <b>44</b> Apt Elev <b>47</b>
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# RNAV (GPS) RWY 18

HAMMOND NORTHSHORE RGNL (HDC)

**⚠** Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.  
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase LPV all Cats visibility to 1 mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

MALSR



MISSED APPROACH:  
Climb to 2200 direct  
IYRON and hold.

AWOS-3

**118.325**

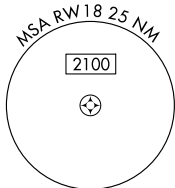
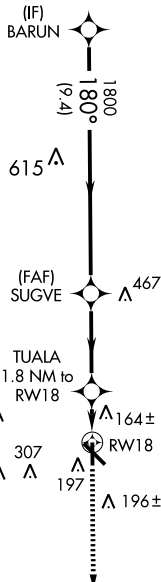
NEW ORLEANS APP CON

**119.3 350.35**

UNICOM

**122.7 (CTAF) 0**

## RADAR REQUIRED

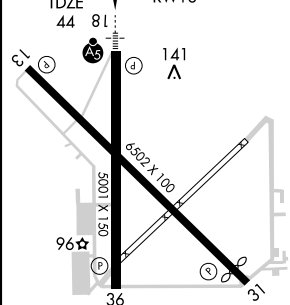


MISSED APCH FIX



ELEV 47

TDZE 44 81  
180° to RW18



REIL Rwy 13, 18, 31 and 36  
MIRL Rwy 13-31 and 18-36

	BARUN		SUGVE		TUALA		RW18	
	1800		1800		1800		47	
	GS 3.00°		GS 3.00°		GS 3.00°		GS 3.00°	
	TCH 52		TCH 52		TCH 52		TCH 52	
	9.4 NM		3.5 NM		0.7 NM		1.1 NM	
CATEGORY	A		B		C		D	
LPV DA	244-1/2		200 (200-1/2)					
LNAV/VNAV DA	466-1		422 (500-1)					
LNAV MDA	460-1/2		416 (500-1/2)		460-3/4		416 (500-3/4)	
CIRCLING	500-1		453 (500-1)		500-1 1/2		620-2	
					453 (500-1 1/2)		573 (600-2)	

HAMMOND, LOUISIANA

Amdt 1 29JUL10

30°31'N - 90°25'W

HAMMOND NORTHSHORE RGNL (HDC)

# RNAV (GPS) RWY 18

APP CRS **315°**  
Rwy Idg **5812**  
TDZE **43**  
Apt Elev **47**

# RNAV (GPS) RWY 31

HAMMOND NORTHSHORE RGNL (HDC)

**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 100 feet, and increase LNAV Cat C and Circling Cat D visibility  $\frac{1}{4}$  mile and LNAV Cat D visibility  $\frac{1}{2}$  mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

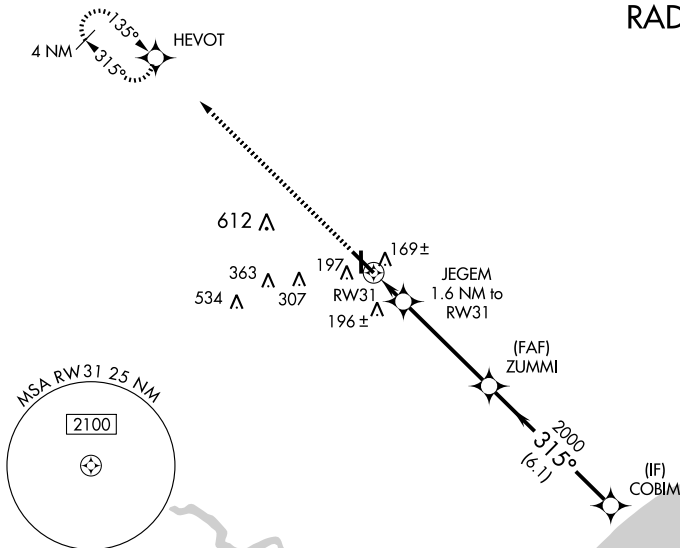
MISSED APPROACH: Climb to 2000 direct HEVOT and hold.

AWOS-3  
**118.325**

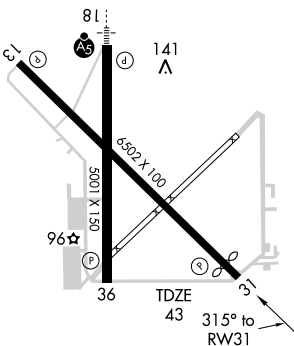
NEW ORLEANS APP CON  
**119.3 350.35**

UNICOM  
**122.7 (CTAF) 0**

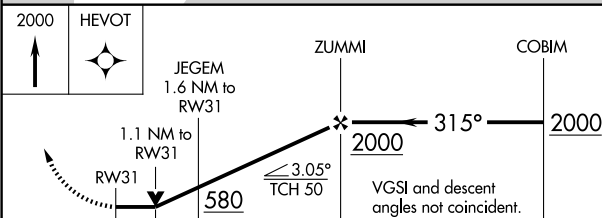
## RADAR REQUIRED



ELEV **47**



REIL Rwy 13, 18, 31 and 36 **0**  
MIRL Rwy 13-31 and 18-36 **0**



CATEGORY	A	B	C	D
LNAV MDA	460-1	417 (500-1)	460-1 $\frac{1}{4}$	417 (500-1 $\frac{1}{4}$ )
CIRCLING	500-1	453 (500-1)	500-1 $\frac{1}{2}$ 453 (500-1 $\frac{1}{2}$ )	620-2 573 (600-2)

WAAS CH <b>42718</b> <b>W36A</b>	APP CRS <b>360°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>43</b> <b>47</b>
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# RNAV (GPS) RWY 36

HAMMOND NORTHSHORE RGNL (HDC)

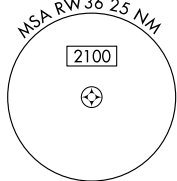
**▼** Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¼ mile, LNAV Cat C and Circling Cat D ¼ mile, and LNAV Cat D ½ mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct BARUN and hold.

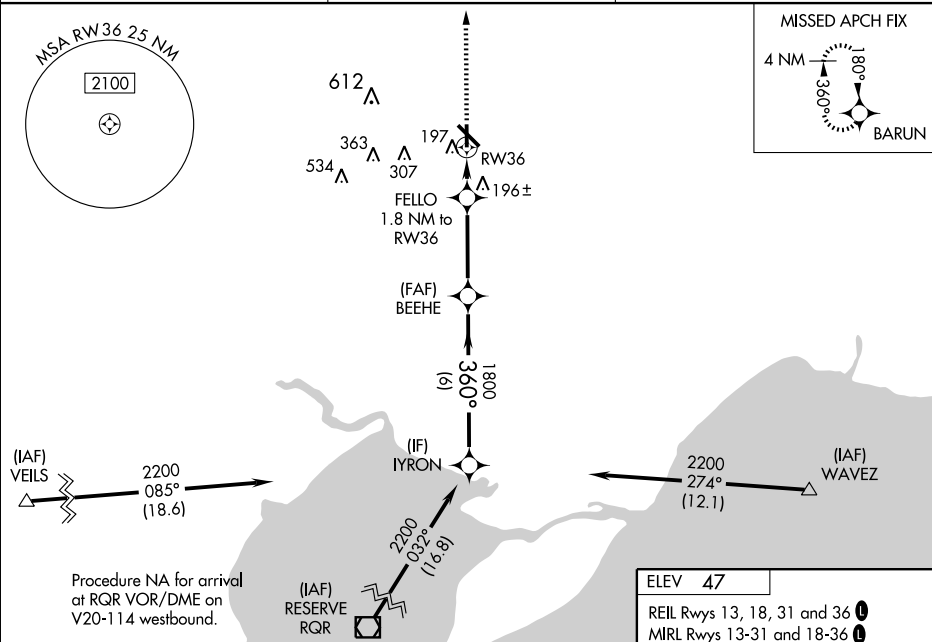
AWOS-3  
**118.325**

NEW ORLEANS APP CON  
**119.3 350.35**

UNICOM  
**122.7 (CTAF) 0**



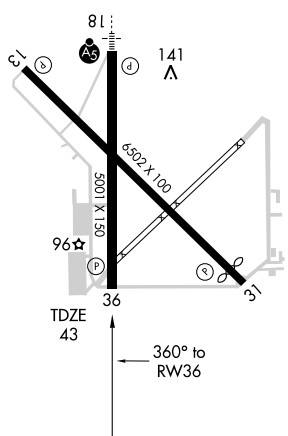
MISSED APCH FIX



Procedure Turn NA	IYRON	BEEHE	FELLO	RW36
2200	1800	1800	1.8 NM to RW36	
360°	1800	*660	*1.2 NM to RW36	
GS 3.00° TCH 52				
	6 NM	3.5 NM	0.6 NM	1.2 NM
CATEGORY	A	B	C	D
LPV DA	293-3/4		250 (300-3/4)	
LNAV/VNAV DA	447-1 1/2		404 (400-1 1/2)	
LNAV MDA	460-1	417 (500-1)	460-1 1/4	417 (500-1 1/4)
CIRCLING	500-1	453 (500-1)	500-1 1/2	620-2
			453 (500-1 1/2)	573 (600-2)

ELEV 47

REIL Rwy 13, 18, 31 and 36  
MIRL Rwy 13-31 and 18-36



VOR HMU  
**109.6**

APP CRS  
**175°**

Rwy Idg **5001**  
TDZE **44**  
Apt Elev **47**

**VOR RWY 18**

HAMMOND NORTHSORE RGNL (HDC)

**NA** When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 100 feet, increase S-18 Cat A/C/D and Circling Cat C/D visibilities ¼ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase Cat A visibility to 1 mile.

MALSR



**MISSED APPROACH:**  
Climb to 1900 then right turn via HMU VOR R-185 to HMU VOR and hold.

AWOS-3

**118.325**

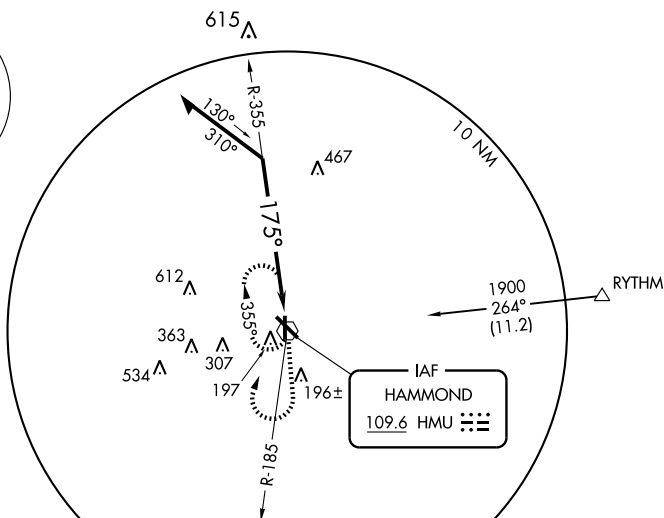
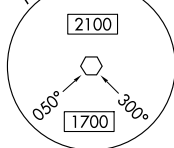
NEW ORLEANS APP CON

**119.3 350.35**

UNICOM

**122.7 (CTAF)**

MSA HMU 25 NM



RESERVE

110.8 RQR

Chan 45

Remain  
within 10 NM

VOR

1900

355°

175°

1900

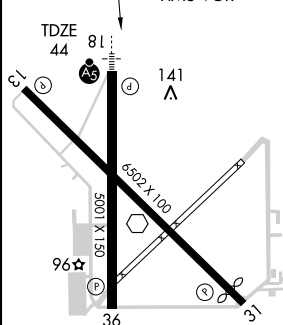
HMU

HMU

ELEV 47

TDZE 44

175° to  
HMU VOR



CATEGORY	A	B	C	D
S-18	820-½ 776 (800-½)	820-¾ 776 (800-¾)	820-1¾ 776 (800-1¾)	820-2 776 (800-2)
CIRCLING	820-1 773 (800-1)	820-1¼ 773 (800-1¼)	820-2¼ 773 (800-2¼)	820-2½ 773 (800-2½)

REIL Rwy 13, 18, 31 and 36

MIRL Rwy 13-31 and 18-36

VOR HMU  
**109,6**

APP CRS  
308°

Rwy Idg	5812
TDZE	43
Apt Elev	47

VOR RWY 31

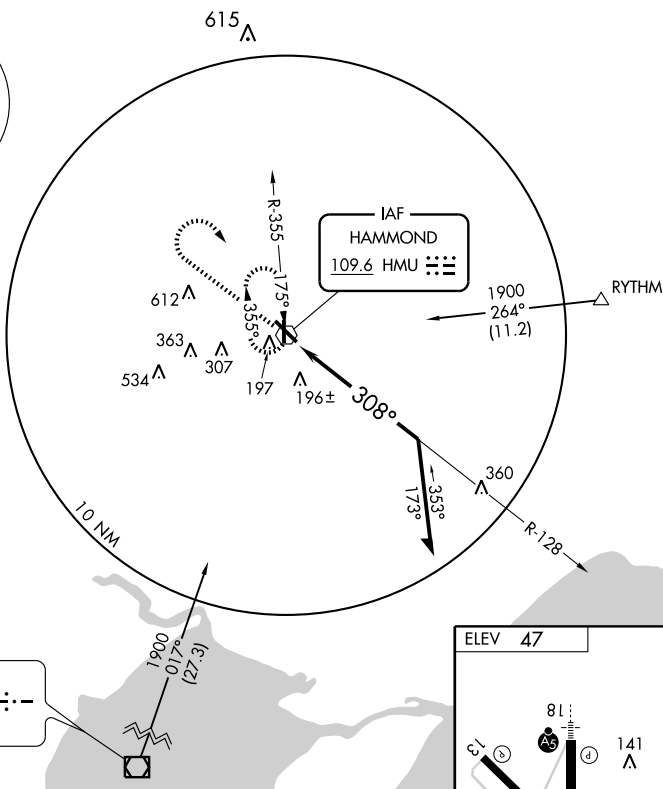
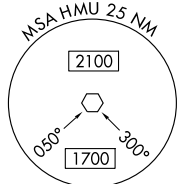
HAMMOND NORTHSORE RGNL (HDC)

**T** Visibility reduction by helicopters NA. When local altimeter setting  
**A** NA not received, use Louis Armstrong New Orleans Intl altimeter setting.

**MISSED APPROACH:** Climb to 1900 then right turn via HMU VOR R-355 to HMU VOR and hold.

AWOS-3  
**118.325**

NEW ORLEANS APP CON  
119.3 350.35

UNICOM  
122.7 (CTAF) **L**

1900



HMU



VOR

Remain  
within 10 NM

128° → 1900

CATEGORY

A

B

C

D

621

1 000-1¼  
957 (1 000-1¼)

1000-1½  
957 (1000-1½)

1000 2 057 (1000 2)

CIRCULO

$$\begin{array}{r} 1000-1\frac{1}{4} \\ 953 \text{ (} 1000-1\frac{1}{4} \text{)} \end{array}$$

1000-1½  
953 (1000-1½)

1000 0 0.50 1.000 0.1

REIL Rwy's 13, 18, 31 and 36 **L**MIRL Rwy 13-31 and 18-36 **L**

HAMMOND, LOUISIANA

Amdt 5 29JUL10

HAMMOND NORTHSORE RGNL (HDC)

30°31'N - 90°25'W

VOR RWY 31

SC-4. 21 OCT 2010 to 18 NOV 2010

**HAMMOND NORTHSORE RGNL** (HDC) 3 NE UTC-6(-5DT) N30°31.30' W90°25.10'

NEW ORLEANS

47 B S4 FUEL 100LL, JET A TPA-1003(956) NOTAM FILE DRI

H-7D, L-21B, 22F, GOMC

RWY 13-31: H6502X100 (ASPH-CONC) S-22, D-33 MIRL

IAP

RWY 13: REIL. PAPI(P4L)—GA 3.30° TCH 50'. Trees.

RWY 31: REIL. PAPI(P4L)—GA 3.30° TCH 50'. Thld dspcd 690'. Trees.

RWY 18-36: H5001X150 (CONC) S-27, D-41 MIRL

RWY 18: MALSR. REIL. PAPI (P4L)—GA 3.0° TCH 52'.

RWY 36: REIL. PAPI (P4L)—GA 3.0° TCH 52'.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-0200Z†, Sat-Sun

1400-0000Z†. Self service fuel avbl 24 hrs with credit card on west ramp. Full svc avbl on southeast ramp. Birds, deer and coyotes on and invof arpt. Ultralight activity on and invof arpt. Transient parking and military and government acft serviced at Southeast apron at the FBO. Unmarked N-S Twy adjacent Rwy 18-36 clsd to acft over 80,000 lbs. Rwy 18-36 all safety areas NSTD. Electronic equipment, open ditches and erosion within safety area AER 36. MIRL Rwy 13-31 and Rwy 18-36, REIL Rwy 13, Rwy 31, Rwy 18 and Rwy 36 preset low ints dusk-dawn, to incr ints and ACTIVATE MALSR Rwy 18—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.325 (985) 542-3433.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ NEW ORLEANS APP/DEP CON 119.3 125.5

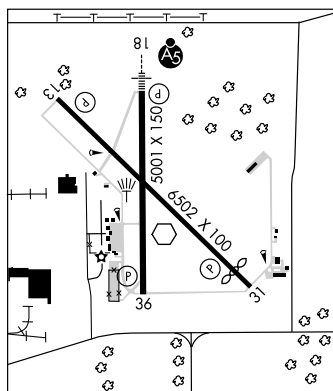
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSY.

RESERVE (L) VORW/DME 110.8 RQR Chan 45 N30°05.25' W90°35.32' 017° 27.5 NM to fld. 5/2E.

(T) VORW 109.6 HMU N30°31.17' W90°25.05' at fld. NOTAM FILE DRI.

ANGER NDB (LOM) 212 HP N30°36.38' W90°25.27' 174° 5.1 NM to fld. Unmonitored.

ILS 111.5 I-HPF Rwy 18. LOM ANGER NDB. ILS unmonitored weekends, unmonitored Mon-Fri 2300-1400Z†.



**HARRY P. WILLIAMS MEM** (See PATTERSON)

**HART** (See MANY)

**HARVEY** N29°51.01' W90°00.18' NOTAM FILE NEW.

NEW ORLEANS

(H) VORTACW 114.1 HRV Chan 88 220° 1.8NM to New Orleans NAS JRB

H-7E, 8F, L-21B, 22F, GOMC

(Alvin Callender Fld.). 0/2E.

VORTAC unusable:

360°-235° byd 30 NM blo 2,000'

247°-359° byd 30 NM blo 2,000'

236°-246° byd 20 NM blo 2,000'

**HODGE** N32°12.08' W92°43.56'. NOTAM FILE DRI.

MEMPHIS

NDB (MHW) 256 JBL at Jonesboro. Unmonitored. Unusable 350°-005° byd 10 NM.

L-17E

**HOMER MUNI** (5F4) 3 E UTC-6(-5DT) N32°47.31' W93°00.22'

MEMPHIS

244 B NOTAM FILE DRI

L-17E

RWY 12-30: H3199X60 (ASPH) S-12 MIRL 0.5% up NW

IAP

RWY 12: Trees. RWY 30: Trees.

**AIRPORT REMARKS:** Unattended. Rwy 12-30 MIRL OTS indef. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 12-30—122.8.

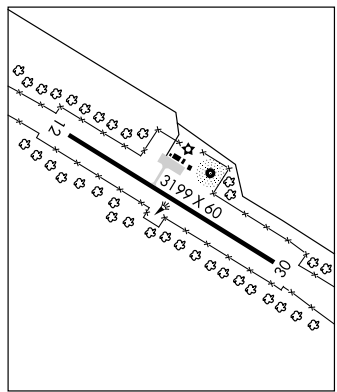
**COMMUNICATIONS:** CTAF 122.9

Ⓡ SHREVEPORT APP/DEP CON 118.6 (1200-0600Z†) 121.4 (0600-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28' W93°48.60' 081° 40.8 NM to fld. 190/7E.

NDB (MHW) 212 HMQ N32°47.41' W93°00.04' at fld. NOTAM FILE DRI.



NDB HMQ <b>212</b>	APP CRS <b>109°</b>	Rwy Idg TDZE Apt Elev	<b>3199</b> <b>244</b> <b>244</b>
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**NDB RWY 12**

HOMER MUNI (5F4)

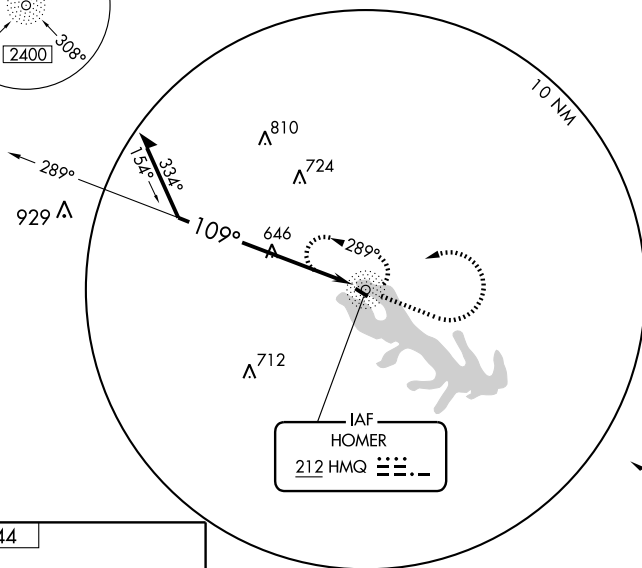
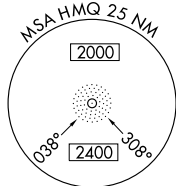
▼ Use Barksdale AFB altimeter setting.

▲ NA

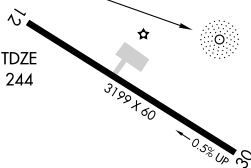
MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct HMQ NDB and hold.

SHREVEPORT APP CON  
**118.6 350.2**

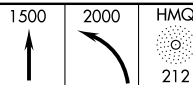
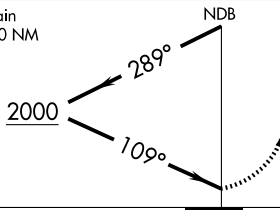
CTAF  
**122.9**

**122.8 0**ELEV **244**

109° to  
HMQ NDB



Remain  
within 10 NM

MIRL Rwy 12-30 **0**

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-12	1160-1¼ 916 (1000-1¼)		1160-2¾ 916 (1000-2¾)	NA
CIRCLING	1160-1¼ 916 (1000-1¼)		1160-2¾ 916 (1000-2¾)	NA



## RNAV (GPS) RWY 12

HOMER MUNI (5F4)

APP CRS <b>120°</b>	Rwy Idg TDZE Apt Elev	<b>3199</b> <b>244</b> <b>244</b>
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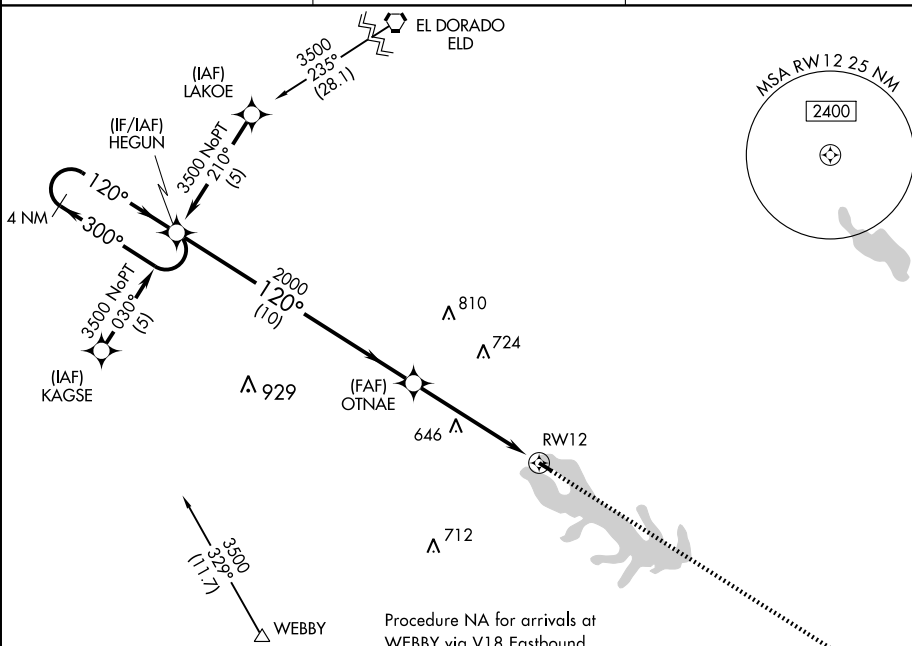
▼ Use El Dorado, AR altimeter setting, when not received use Ruston altimeter setting. Procedure NA at night.  
 ▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3500 direct SUTRE and hold.

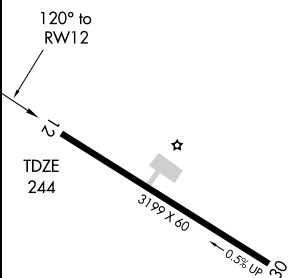
SHREVEPORT APP CON  
**118.6 350.2**

CTAF  
**122.9**

**122.8** 0



ELEV **244**



MIRL Rwy 12-30 0

HOMER, LOUISIANA

Amdt 1 08157

32°47'N-93°00'W

HOMER MUNI (5F4)  
RNAV (GPS) RWY 12

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

## RNAV (GPS) RWY 30

HOMER MUNI (5F4)

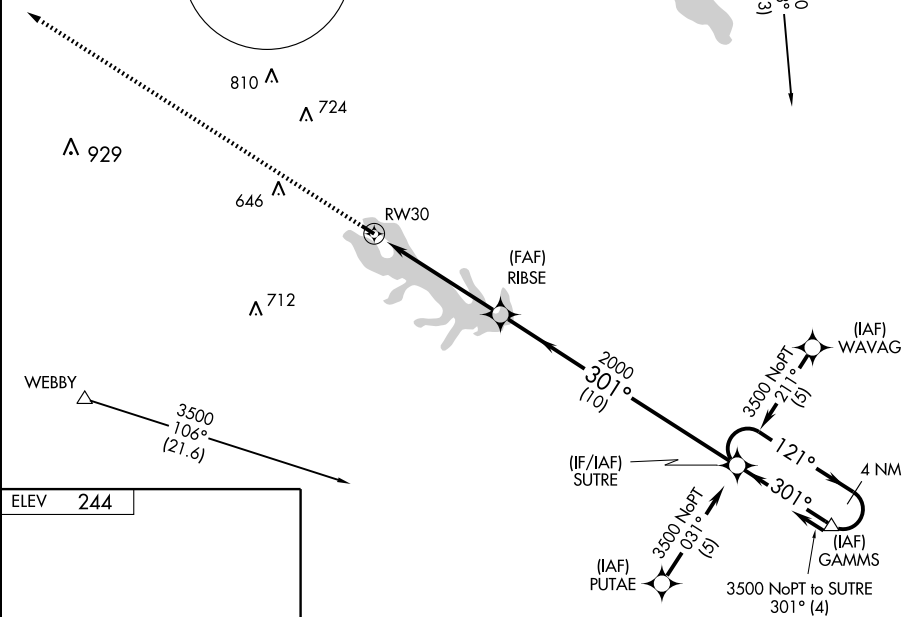
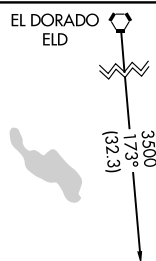
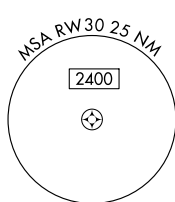
APP CRS <b>301°</b>	Rwy Idg TDZE Apt Elev	<b>3199</b> <b>244</b> <b>244</b>
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▼ Use El Dorado, AR altimeter setting, when not received use Ruston altimeter setting.  
 ▲ NA DME/DME RNP-0.3 NA.

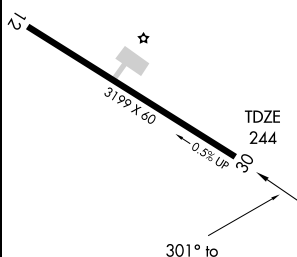
MISSED APPROACH: Climb to 3500 direct HEGUN and hold.

SHREVEPORT APP CON <b>118.6 350.2</b>	CTAF <b>122.9</b>	<b>122.8</b> 0
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MISSED APCH FIX



ELEV 244



MRL Rwy 12-30 0

HOMER, LOUISIANA

Amdt 1 08157

32°47'N-93°00'W

HOMER MUNI (5F4)

RNAV (GPS) RWY 30

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

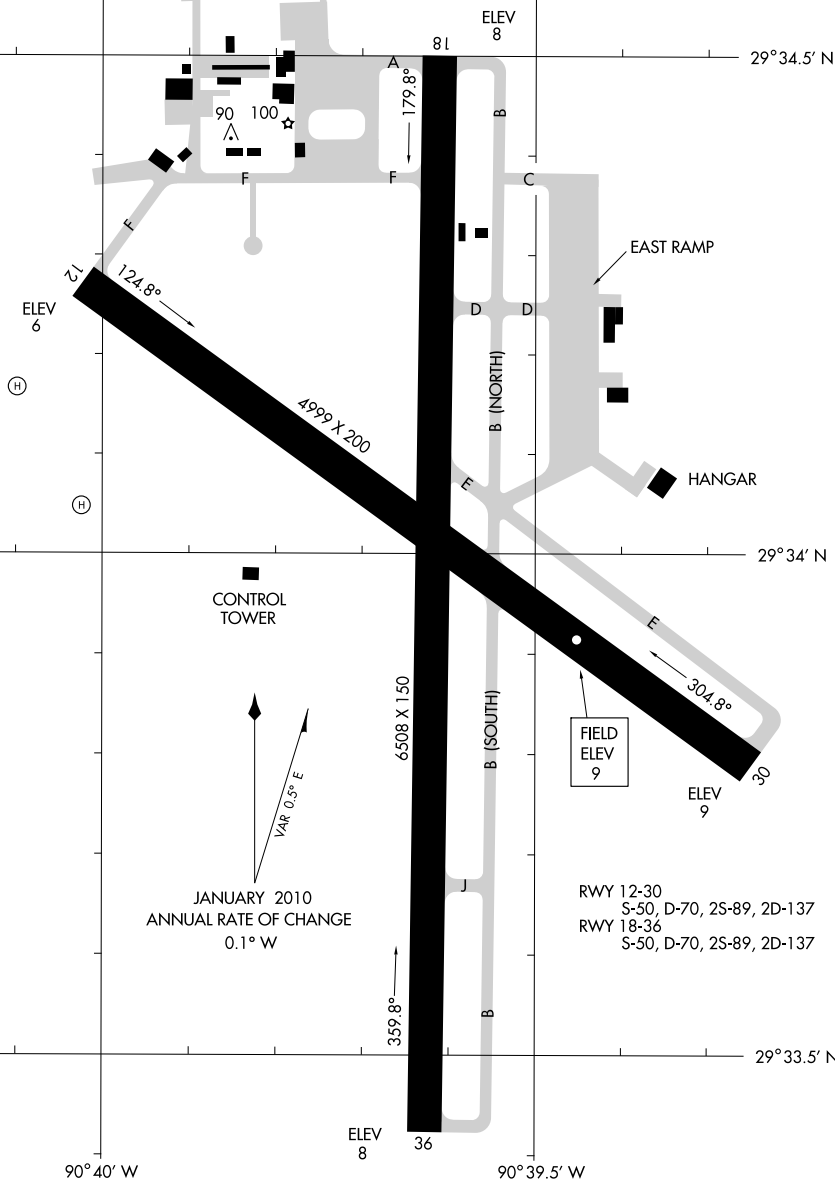
## AIRPORT DIAGRAM

AL-5037 (FAA)

HOUMA-TERREBONNE (HUM)  
HOUMA, LOUISIANA

ATIS 120.25  
HOUMA TOWER ★  
125.3 346.3  
GND CON  
121.8

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4. 21 OCT 2010 to 18 NOV 2010

# AIRPORT DIAGRAM

HOUMA, LOUISIANA  
HOUMA-TERREBONNE (HUM)

**HOUMA** N29°20.23' W90°38.71'  
RCO 122.45 (DE RIDDER RADIO)

**HOUSTON**  
L-22F

**HOUMA—TERREBONNE** (HUM) 3 SE UTC-6(-5DT) N29°33.99' W90°39.63'  
10 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA-1010(1000) NOTAM FILE HUM  
RWY 18-36: H6508X150 (CONC-GRVD) S-50, D-70, 2S-89, 2D-137 HIRL

**NEW ORLEANS**  
H-7D, L-21B, 22F  
IAP, AD

RWY 18: MALSR. PAPI(P2L). Trees.

RWY 36: REIL. PAPI(P2L). Trees.

RWY 12-30: H4999X200 (CONC) S-50, D-70, 2S-89, 2D-137 HIRL

RWY 12: REIL. PAPI(P2L). Trees.

RWY 30: REIL. PAPI(P2L). Trees.

**AIRPORT REMARKS:** Attended 1200-0100Z±. Birds on and in vof arpt. Numerous birds 500' AGL and blo 2.8 NM south southwest AER 36, avoidance advised. Extensive helicopter ops south thru west of arpt. Rwy 12-30 surface skid resistance fair when wet. Rwy 36 PAPI and REIL OTS indef. ACTIVATE HIRL Rwy 12-30 and Rwy 18-36 and MALSR Rwy 18 and REIL Rwy 12, Rwy 30 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.25 (985) 876-4055. LAWRs.

**COMMUNICATIONS:** CTAF 125.3 ATIS 120.25 UNICOM 122.95

® NEW ORLEANS APP/DEP CON 118.9

TOWER 125.3 (1200-0100Z±) GND CON 121.8

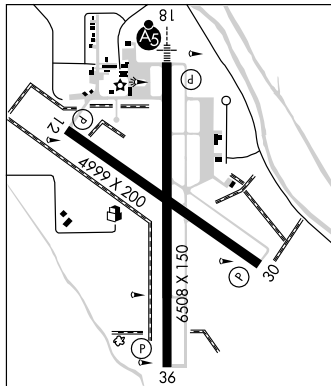
**AIRSPACE:** CLASS D svc 1200-0100Z± other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DRI.

TIBBY (L) VORTAC 112.0 TBD Chan 57 N29°39.86' W90°49.75' 122° 10.6 NM to fld. 10/2E.

NDB (LOM) 219 HU N29°39.80' W90°39.58' 178° 5.8 NM to fld. LOM unmonitored.

ILS 108.5 I-HUM Rwy 18. LOM HOUMA NDB. LOM unmonitored.



**IDA'S HELIPORT** (L87) 0 N UTC-6(-5DT) N33°00.26' W93°53.59'

**MEMPHIS**

286 NOTAM FILE DRI

HELIPAD H1: H40X40 (CONC)

**HELIPORT REMARKS:** Attended continuously. Helipad H1 perimeter lgts. Helipad H1 100' water twr 300' E and 149' radio twr 500' S of pad. For perimeter lgts call 318-284-3273. Helipad H1 apch-departure 30°-210°.

**COMMUNICATIONS:** CTAF 122.9

**INDEPENDENCE** IPN N28°05.10' W87°59.15'

L-21C, GOMC

AWOS-3 118.125

## JEANERETTE

**LE MAIRE MEM** (2R1) 1 S UTC-6(-5DT) N29°53.95' W91°39.96'

**HOUSTON**

L-21B, 22F

14 B **FUEL** 100LL NOTAM FILE DRI

RWY 04-22: H3000X75 (ASPH) S-6 MIRL

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Thld dspcd 603'. Trees.

**AIRPORT REMARKS:** Unattended. Fuel avbl 24 hrs self svc with credit card. MIRL Rwy 04-22 and REIL Rwy 04 and 22 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LFT.

LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63' W91°59.55' 133° 24.5 NM to fld. 36/3E.

HIWAS.

**JENA** (1R1) 2 SW UTC-6(-5DT) N31°40.04' W92°09.45'

**HOUSTON**

L-22E

212 B NOTAM FILE DRI

RWY 17-35: H3805X75 (ASPH) S-12 MIRL

RWY 17: SAVASI(S2L)—GA 4.0° TCH 21'. Trees.

RWY 35: REIL. SAVASI(S2L)—GA 4.6° TCH 26'. Trees.

**AIRPORT REMARKS:** Unattended. Rwy 35 REIL OTS indef. Rwy 17 SAVASI OTS indef. Rwy 35 SAVASI OTS indef.

Rotating bcn OTS indef. ACTIVATE MIRL Rwy 17-35 and REIL Rwy 35—122.8.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 033° 30.2 NM to fld.

80/3E. HIWAS.

VORTAC TBD <b>112.0</b> Chan <b>57</b>	APP CRS <b>121°</b>	Rwy Idg TDZE <b>9</b> Apt Elev <b>10</b>	<b>4999</b>
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# COPTER VOR/DME RWY 12

## HOUMA-TERREBONNE (HUM)

**A** When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 1800 via TBD VORTAC R-122 to BOURG INT/16.3 DME and hold.

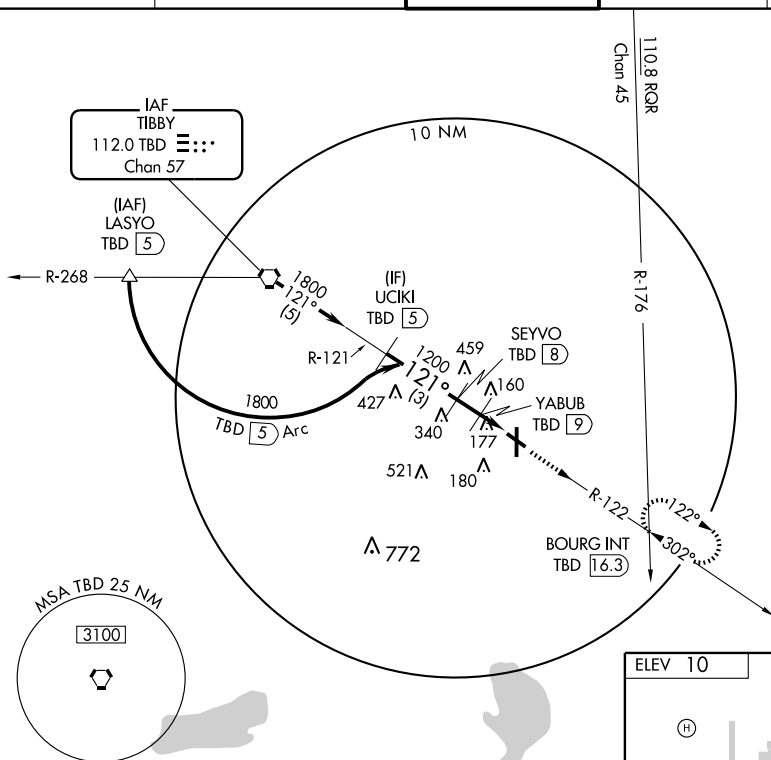
ATIS  
**120.25**

NEW ORLEANS APP CON  
**118.9 256.9**

HOUMA TOWER\*  
**125.3 (CTAF) 0346.3**

GND CON  
**121.8**

UNICOM  
**122.95**



Procedure Turn NA UCICKI (TBD 5) VGSI and descent angles not coincident.

1800  
↑  
TBD R-122  
BOURG INT

1800

121°

SEYVO (TBD 8)

YABUB (TBD 9)

1200

5.03°

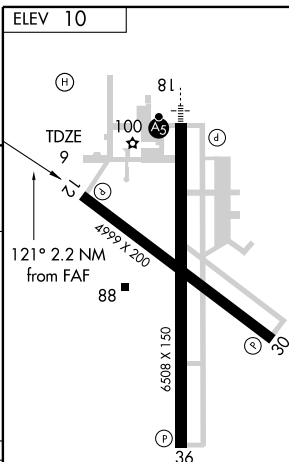
TCH 45

640

TBD (10.2)

3 NM 1 NM 1.2 NM

CATEGORY	COPTER	B	C	D
H-12	440-3/4 431 (500-3/4)	NA	NA	NA



REIL Rwy 12, 30, and 36  
HIRL Rwy 12-30 and 18-36

# ILS or LOC RWY 18

## HOUMA-TERREBONNE (HUM)

LOC I-HUM <b>108.5</b>	APP CRS <b>179°</b>	Rwy Idg TDZE Apt Elev	<b>6508</b> <b>9</b> <b>10</b>
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**▼** When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase S-LOC 18 Cats C and D visibility ¼ mile and Circling Cat D ½ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase S-ILS 18 all Cats visibility ½ mile.

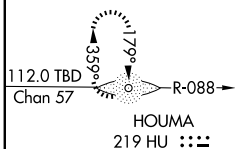
MALSR



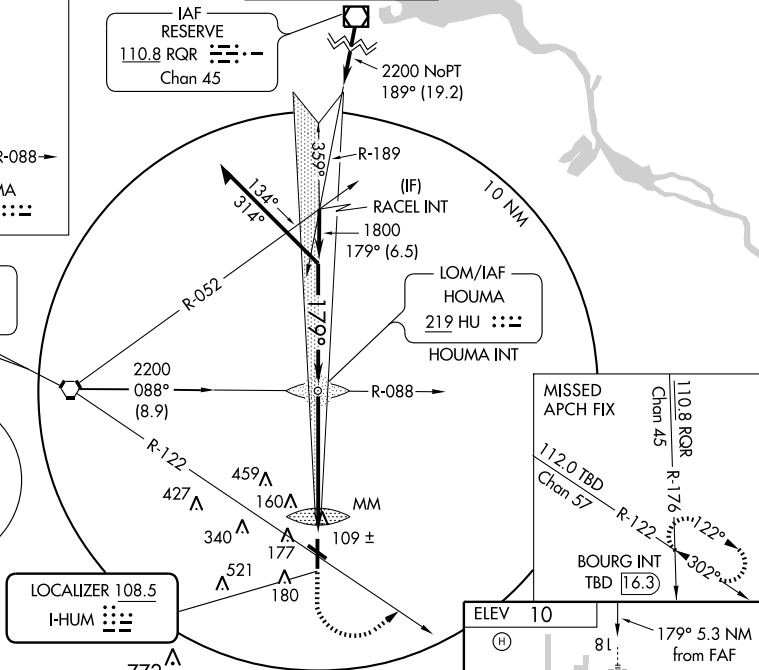
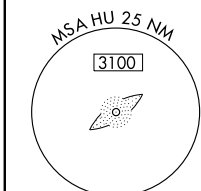
**MISSED APPROACH:** Climb to 1100 then climbing left turn to 1800 via heading 050° and TBD R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS <b>120.25</b>	NEW ORLEANS APP CON <b>118.9 256.9</b>	HOUMA TOWER* <b>125.3 (CTAF) 0346.3</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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ALTERNATE MISSED  
APCH FIX



TIBBY  
112.0 TBD  
Chan 57



LOCALIZER 108.5  
I-HUM

MISSED  
APCH FIX

110.8 RQR  
Chan 45

112.0 TBD  
Chan 57

R-122

BOURG INT  
TBD 16.3

ELEV 10

179° 5.3 NM  
from FAF

TDZE 9

49°59' X 200

88

151 X 8059

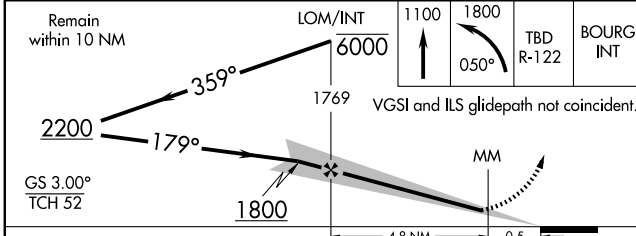
REIL Rwy 12, 30, and 36

HIRL Rwy 12-30 and 18-36

FAF to MAP 5.3 NM

Knots 60 90 120 150 180

Min:Sec 5:18 3:32 2:39 2:07 1:46



CATEGORY	A	B	C	D
S-ILS 18		209-½	200 (200-½)	
S-LOC 18		360-½	351 (400-½)	360-¾ 351 (400-¾)
CIRCLING	480-1	470 (500-1)	480-1½ 470 (500-1½)	620-2 610 (700-2)

HOUMA, LOUISIANA

Amdt 4 09183

29°34'N-90°40'W

HOUMA-TERREBONNE (HUM)

ILS or LOC RWY 18

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>56313</b> <b>W12A</b>	APP CRS <b>124°</b>	Rwy Idg TDZE Apt Elev	<b>4999</b> <b>9</b> <b>10</b>
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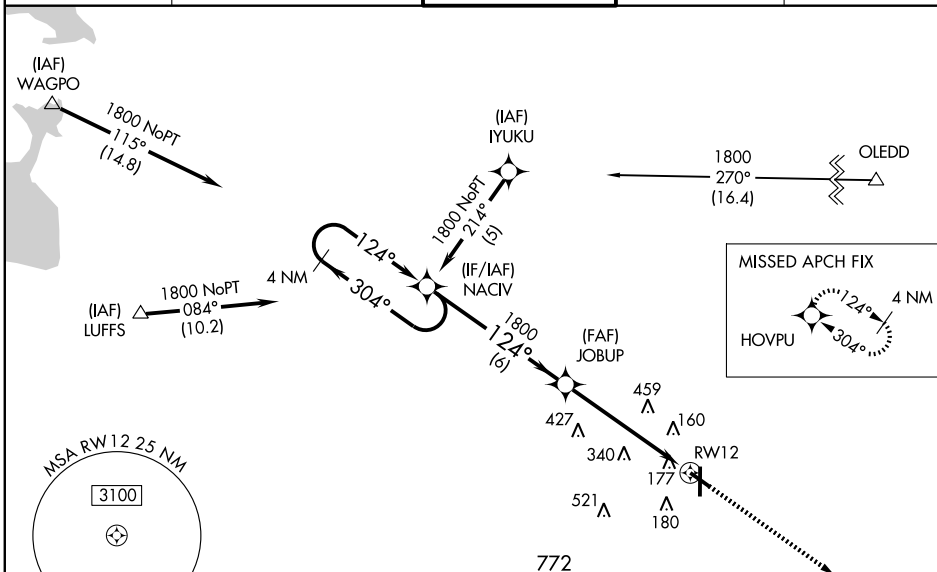
# RNAV (GPS) RWY 12

## HOUMA-TERREBONNE (HUM)

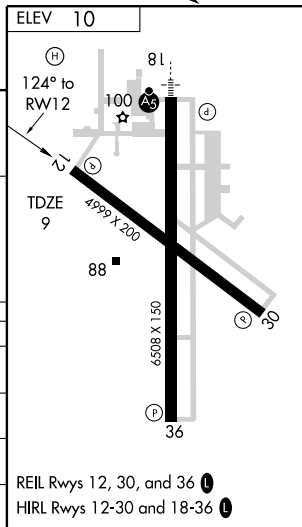
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).  
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cat B/C/D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct HOVPU and hold.

ATIS <b>120.25</b>	NEW ORLEANS APP CON <b>118.9 256.9</b>	HOUMA TOWER* <b>125.3 (CTAF) 0 346.3</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern				
VGSI and RNAV glidepath not coincident.				
NACIV				
JOBUP				
RW12				
GS 3.00°				
TCH 45				
6 NM				
5.4 NM				
CATEGORY	A	B	C	D
LPV DA	294-1 285 (300-1)			
LNAV/VNAV DA	491-1¾ 482 (500-1¾)			
LNAV MDA	680-1	671 (700-1)	680-2	680-2¼
			671 (700-2)	671 (700-2¼)
CIRCLING	680-1	670 (700-1)	680-2	680-2¼
			670 (700-2)	670 (700-2¼)



WAAS CH <b>99413</b> <b>W18A</b>	APP CRS <b>179°</b>	Rwy Idg TDZE Apt Elev	<b>6508</b> <b>9</b> <b>10</b>
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# RNAV (GPS) RWY 18

HOUMA-TERREBONNE (HUM)

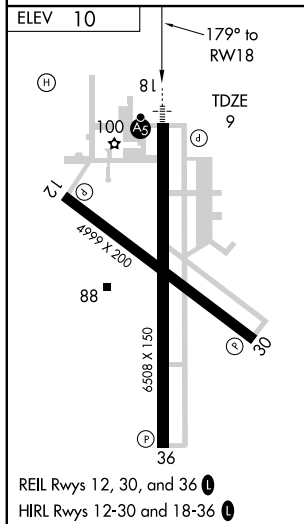
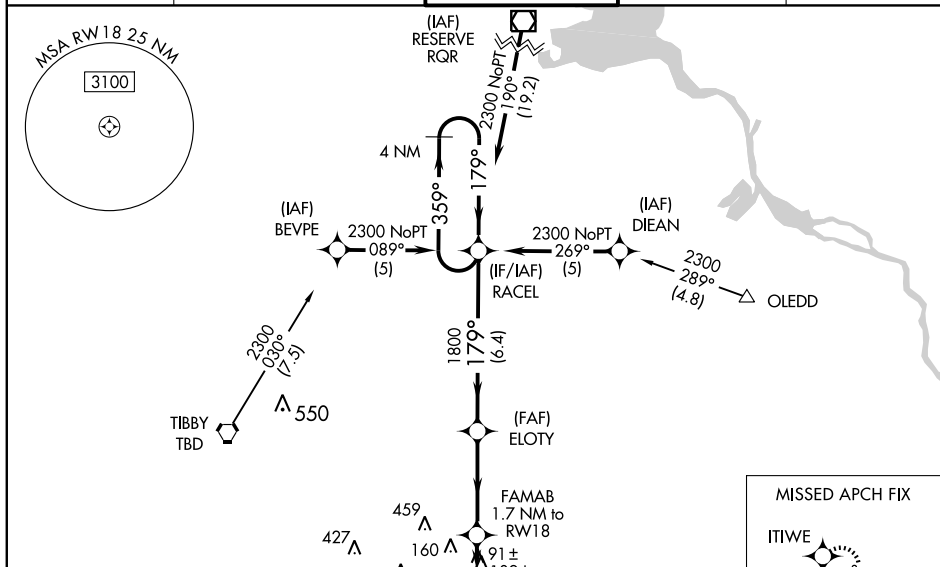
**▼** Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet, LNAV Cat C visibility ¼ mile and Circling Cat D visibility ¼ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase LPV all Cats visibility to 1 mile.


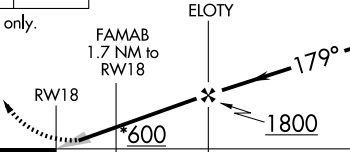
MALSR



MISSED APPROACH: Climb to 1900 direct ITIWE and hold.

ATIS <b>120.25</b>	NEW ORLEANS APP CON <b>118.9 256.9</b>	HOUMA TOWER* <b>125.3(CTAF) 0346.3</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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1900 ↑	ITIWE 	VGSI and RNAV glidepath not coincident.	4 NM Holding Pattern	
*LNAV only.		ELOTY	RACEL	
		FAMAB 1.7 NM to RW18	359° → ← 179°	2300
		*600	179°	GS 3.00° TCH 52
		1800		
		1.7 NM	3.7 NM	6.4 NM
CATEGORY	A	B	C	D
LPV DA	209-1½		200 (200-½)	
LNAV/ VNAV DA	450-1		441 (500-1)	
LNAV MDA	440-½ 431 (500-½)		440-¾ 431 (500-¾)	440-1 431 (500-1)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)



WAAS CH <b>61013</b> <b>W30A</b>	APP CRS <b>304°</b>	Rwy Idg TDZE Apt Elev	<b>4999</b> <b>10</b> <b>10</b>
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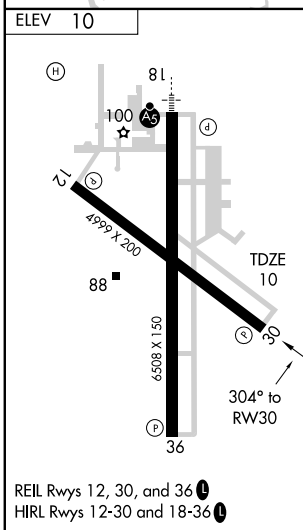
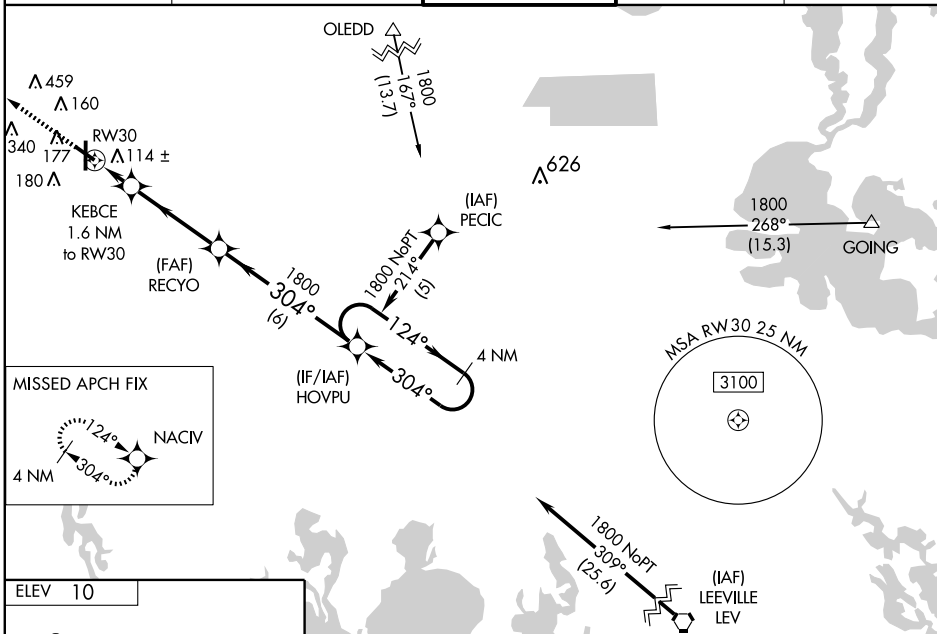
# RNAV (GPS) RWY 30

## HOUMA-TERREBONNE (HUM)

- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
- ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C/D, and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct NACIV and hold.

ATIS <b>120.25</b>	NEW ORLEANS APP CON <b>118.9 256.9</b>	HOUMA TOWER* <b>125.3 (CTAF) 0 346.3</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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1800	NACIV	VGSI and RNAV glidepath not coincident.				4 NM Holding Pattern
* LNAV only		KEBCE 1.6 NM to RW30	RECYO	HOVPU	124° → 1800	GS 3.00° TCH 45
RW30		1.6 NM	3.8 NM	6 NM		
CATEGORY	A	B	C	D		
LPV DA	260-1		250 (300-1)			
LNAV/VNAV DA	413-1½		403 (500-1½)			
LNAV MDA	380-1		370 (400-1)		380-1¼ 370 (400-1¼)	
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)		620-2 610 (700-2)	

WAAS CH <b>56413</b> <b>W36A</b>	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev	<b>6508</b> <b>9</b> <b>10</b>
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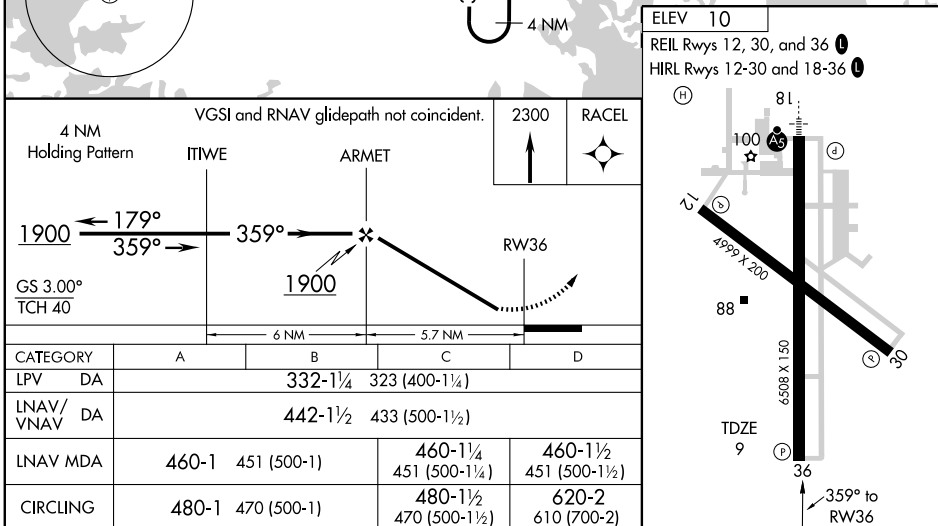
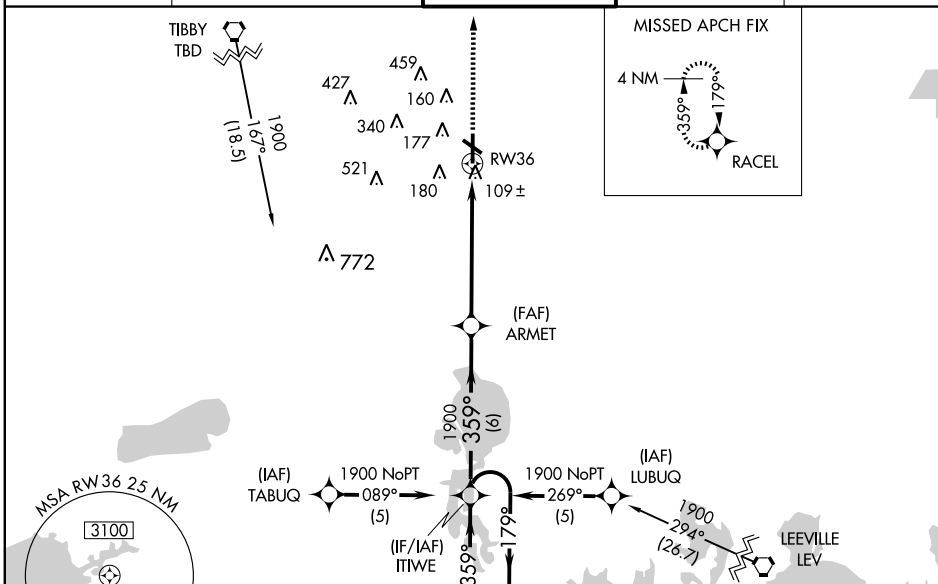
# RNAV (GPS) RWY 36

HOUMA-TERREBONNE (HUM)

- ▼ Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.  
 ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet, LNAV Cats C/D visibility ¼ mile and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct RACEL and hold.

ATIS <b>120.25</b>	NEW ORLEANS APP CON <b>118.9 256.9</b>	HOUMA TOWER* <b>125.3 (CTAF) 0346.3</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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VORTAC TBD	APP CRS	Rwy Idg	4999
112.0	302°	TDZE	10
Chan 57		Apt Elev	10

# VOR/DME RWY 30

HOUMA-TERREBONNE (HUM)

**▼** Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 80 feet, increase S-30 Cat C/D and Circling Cat D visibility ½ mile.

**MISSED APPROACH:** Climb to 1100 then climbing right turn to 1800 via TBD VORTAC R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS  
**120.25**

NEW ORLEANS APP CON  
**118.9 256.9**

HOUMA TOWER★  
**125.3 (CTAF) 0346.3**

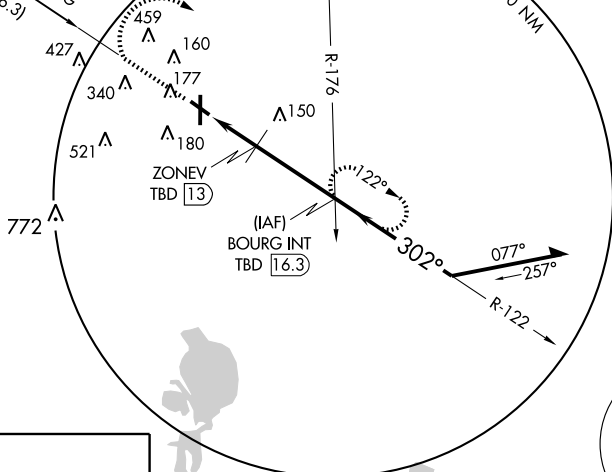
GND CON  
**121.8**

UNICOM  
**122.95**

TIBBY  
112.0 TBD  
Chan 57

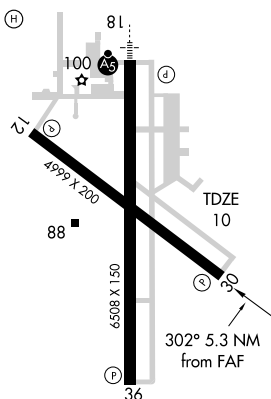
RESERVE  
110.8 RQR  
Chan 45

1800 to BOURG  
122°  
(16.3)

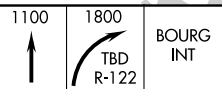


MSA TBD 25 NM

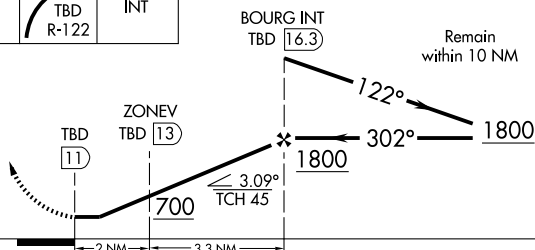
ELEV 10



REIL Rwy 12, 30, and 36  
 HIRL Rwy 12-30 and 18-36



VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-30	400-1	390 (400-1)		400-1¼ 390 (400-1¼)
CIRCLING	480-1	470 (500-1)	480-1½ 470 (500-1½)	620-2 610 (700-2)

HOUMA, LOUISIANA

Amdt 12 09183

29°34'N-90°40'W

# VOR/DME RWY 30

VORTAC TBD <b>112.0</b> Chan <b>57</b>	APP CRS <b>121°</b>	Rwy Idg <b>4999</b> TDZE <b>9</b> Apt Elev <b>10</b>
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VOR RWY 12  
HOUMA-TERREBONNE (HUM)

**T** When local altimeter setting not received, use Louis Armstrong  
**A** New Orleans Intl altimeter setting and increase all MDA 80 feet,  
increase S-12 Cat B/C/D and Circling Cat B/C/D visibility ¼ mile.

MISSED APPROACH: Climb to 1800 via TBD  
R-122 to BOURG Int/TBD 16.3 DME and hold.

ATIS  
120.25

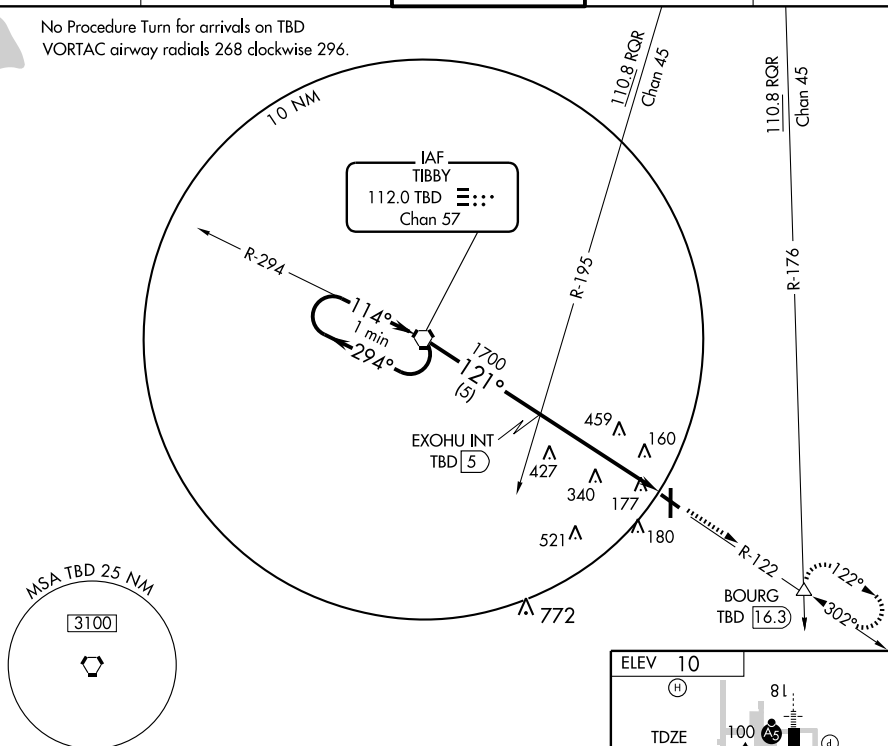
NEW ORLEANS APP CON  
118.9 256.9

HOUMA TOWER★  
125.3 (CTAF) **L** 346.3

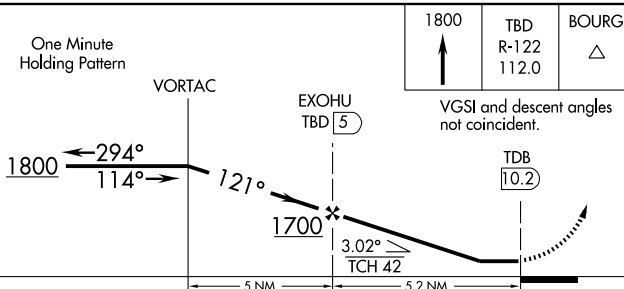
GND CON  
**121.8**

UNICOM  
122.95

No Procedure Turn for arrivals on TBD  
VORTAC airway radials 268 clockwise 296.

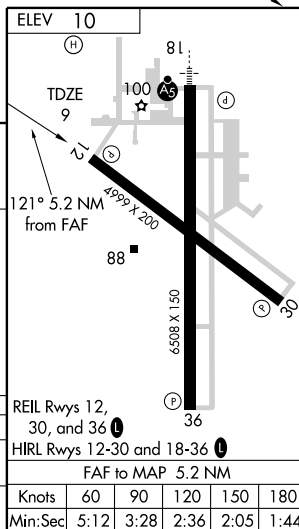


## One Minute Holding Pattern



VGSI and descent angles  
not coincident.

CATEGORY	A	B	C	D
S-12	720-1	711 (800-1)	720-2 711 (800-2)	720-2 ¼ 711 (800-2 ¼)
CIRCLING	720-1	710 (800-1)	720-2 710 (800-2)	720-2 ¼ 710 (800-2 ¼)



HOUMA, LOUISIANA  
Amdt 5C 09183

HOUMA-TERREBONNE (HUM)  
VOR RWY 12

29°34'N-90°40'W

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4. 21 OCT 2010 to 18 NOV 2010

**JENNINGS** (3R7) 1 NW UTC-6(-5DT) N30°14.56' W92°40.41'

23 B FUEL 100LL, JET A NOTAM FILE DRI

RWY 08-26: H5002X75 (ASPH) S-12 MIRL

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Pole. Rgt tfc.

RWY 13-31: H3601X75 (ASPH) S-12 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Rgt tfc.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Thld displcd 588'. Trees.

RWY 17-35: 1977X150 (TURF)

RWY 17: Pole. Rgt tfc.

RWY 35: P-line.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-2200Z†. Self svc fuel avbl after hrs with credit card. Ultralight activity invof arpt. Numerous agricultural acft invof arpt. Rwy 17-35 and thlds outlined with orange cones. 20' unlgtd tower 150' from approach end Rwy 35. Rwy 13-31—A few small cracks in rwy. MIRL Rwy 08-26 and Rwy 13-31, REIL Rwy 8, Rwy 26, Rwy 13 and Rwy 31 preset low ints dusk to dawn, to increase ints ACTIVATE. NOTE: See Special Notices—Aerobatic Practice Area.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

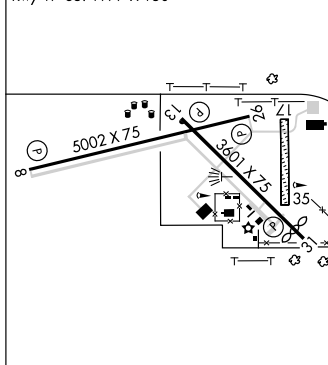
Ⓡ LAKE CHARLES APP/DEP CON 119.8 (1200-0400Z†)

Ⓡ HOUSTON CENTER APP/DEP CON 124.7 (0400-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LCH.

LAKE CHARLES (H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 068° 23.3 NM to fld. 20/7E.

Rwy 17-35: 1977 X 150



**JOHN H HOOKS JR MEM** (See RAYVILLE)

**JONESBORO** (F88) 3 S UTC-6(-5DT) N32°12.12' W92°43.98'

256 B FUEL JET A1 NOTAM FILE DRI

RWY 17-35: H3203X75 (ASPH) S-28 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 50'.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 50'.

**AIRPORT REMARKS:** Unattended. Deer and wildlife on and invof arpt. Lighted wind tee midfield. Bcn not rotating indefinitely. MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35 preset low ints dusk-dawn, to increase ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9

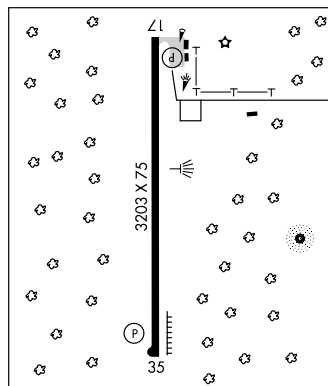
Ⓡ MONROE APP/DEP CON 126.9 (1200-0400Z†)

Ⓡ FORT WORTH CENTER APP/DEP CON 126.325 (0400-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01' W92°02.16' 239° 40.1 NM to fld. 80/3E. HIWAS.

HODGE NDB (MHW) 256 JBL N32°12.08' W92°43.56' at fld. NOTAM FILE DRI. Unmonitored. Unusable 350°-005° byd 10 NM.



**JONESVILLE** (L32) 0 W UTC-6(-5DT) N31°37.22' W91°50.06'

56 B FUEL 100LL NOTAM FILE DRI

RWY 06-24: H3000X75 (ASPH) S-16 MIRL

RWY 06: SAVASI(S2L)—GA 4.0° TCH 20'. Trees.

RWY 24: SAVASI(S2L)—GA 4.0° TCH 20'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2200Z†. Rwy 24 SAVASI OTS indef. Rwy 06 SAVASI OTS indef. MIRL Rwy 06-24 preset low ints dusk to dawn, to incr ints ACTIVATE—122.8.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 054° 40.5 NM to fld. 80/3E. HIWAS.

HOUSTON

H-7D, L-21B, 22E, 60MW

IAP

MEMPHIS

L-17E

IAP

HOUSTON

L-22E

APP CRS **077°**  
Rwy Idg **5002**  
TDZE **17**  
Apt Elev **23**

**RNAV (GPS) RWY 8**  
JENNINGS (3R7)

▼ Use Lake Charles Rgnl altimeter setting.  
▲ NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 1700 direct CETEX WP and hold.

LAKE CHARLES APP CON ★  
**119.8 282.3**

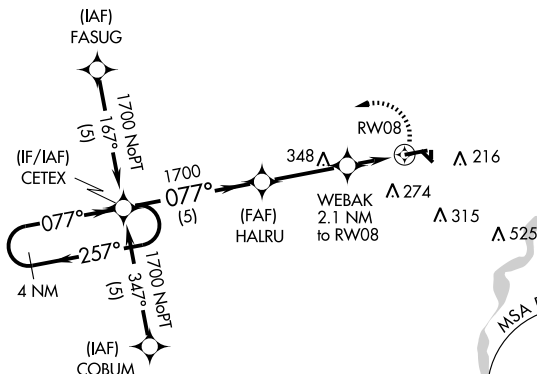
UNICOM  
**122.8 (CTAF) 0**

1549 ▲

Procedure NA for arrival at MAXON on V222-557 northeast bound.

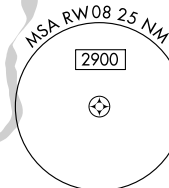
Procedure NA for arrival on LCH VORTAC airway radials 008° CW 129°.

1700 NoPT  
069°  
(12.6)  
(IAF)  
LAKE CHARLES  
LCH

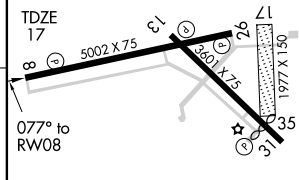
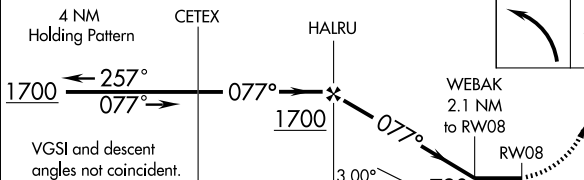


Procedure NA for arrival at GUSTI on V194 southwest bound.

GUSTI



ELEV 23



CATEGORY	A	B	C	D
LNNAV MDA	460-1	443 (500-1)	460-1¼ 443 (500-1¼)	NA
CIRCLING	640-1	617 (700-1)	660-1¾ 637 (700-1¾)	NA

REIL Rwy 8, 26, 13, and 31  
MIRL Rwy 8-26 and 13-31

VORTAC LCH <b>113.4</b> Chan <b>81</b>	APP CRS <b>067°</b>	Rwy Idg TDZE <b>17</b> Apt Elev <b>23</b>	<b>5002</b>
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# VOR/DME RWY 8

JENNINGS (3R7)

▼ Use Lake Charles Rgnl altimeter setting.

▲ NA

MISSED APPROACH: Climbing left turn to 2000 via LCH R-057 to LCH VORTAC and hold.

LAKE CHARLES APP CON ★

**119.8 282.3**

UNICOM

**122.8** (CTAF) **0**

1549 ▲

10 NM

IAF  
LAKE CHARLES  
113.4 LCH  
Chan 81

081°  
261°

1700  
067°  
(12)

(IF)  
CORUP  
LCH 12

R-057  
1700  
067°  
(5.5)

FENAN  
LCH 17.5

348  
▲

274  
▲

216  
▲

315  
▲

525  
▲

MSA LCH 25 NM

2600

ELEV 23

CORUP  
LCH 12

VGSI and descent angles not coincident.

2000  
LCH R-057  
LCH 113.4

FENAN  
LCH 17.5

1700

067°

1700

067°

LCH 22.7

Procedure Turn  
NA

3.00°  
TCH 45

5.5 NM

5.2 NM

TDZE  
17  
5002 X 75  
067° 5.2 NM  
from FAF  
26  
1977 X 190  
35

CATEGORY	A	B	C	D
S-8	720-1 703 (700-1)	720-1¼ 703 (700-1¼)	720-2 703 (700-2)	NA
CIRCLING	720-1 697 (700-1)	720-1¼ 697 (700-1¼)	720-2 697 (700-2)	NA

REIL Rwy 8, 26, 13 and 31  
MIRL Rwy 8-26 and 13-31

**JENNINGS** (3R7) 1 NW UTC-6(-5DT) N30°14.56' W92°40.41'

23 B FUEL 100LL, JET A NOTAM FILE DRI

RWY 08-26: H5002X75 (ASPH) S-12 MIRL

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Pole. Rgt tfc.

RWY 13-31: H3601X75 (ASPH) S-12 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Rgt tfc.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Thld displcd 588'. Trees.

RWY 17-35: 1977X150 (TURF)

RWY 17: Pole. Rgt tfc.

RWY 35: P-line.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-2200Z†. Self svc fuel avbl after hrs with credit card. Ultralight activity invof arpt. Numerous agricultural acft invof arpt. Rwy 17-35 and thlds outlined with orange cones. 20' unlgtd tower 150' from approach end Rwy 35. Rwy 13-31—A few small cracks in rwy. MIRL Rwy 08-26 and Rwy 13-31, REIL Rwy 8, Rwy 26, Rwy 13 and Rwy 31 preset low ints dusk to dawn, to increase ints ACTIVATE. NOTE: See Special Notices—Aerobatic Practice Area.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

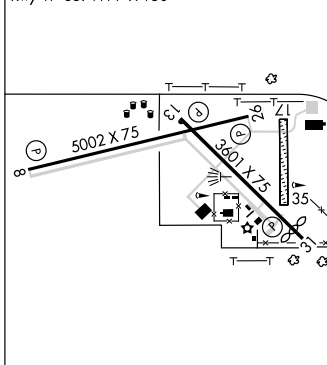
Ⓡ LAKE CHARLES APP/DEP CON 119.8 (1200-0400Z†)

Ⓡ HOUSTON CENTER APP/DEP CON 124.7 (0400-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LCH.

LAKE CHARLES (H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 068° 23.3 NM to fld. 20/7E.

Rwy 17-35: 1977 X 150



**JOHN H HOOKS JR MEM** (See RAYVILLE)

**JONESBORO** (F88) 3 S UTC-6(-5DT) N32°12.12' W92°43.98'

256 B FUEL JET A1 NOTAM FILE DRI

RWY 17-35: H3203X75 (ASPH) S-28 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 50'.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 50'.

**AIRPORT REMARKS:** Unattended. Deer and wildlife on and invof arpt. Lighted wind tee midfield. Bcn not rotating indefinitely. MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35 preset low ints dusk-dawn, to increase ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ MONROE APP/DEP CON 126.9 (1200-0400Z†)

Ⓡ FORT WORTH CENTER APP/DEP CON 126.325 (0400-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.

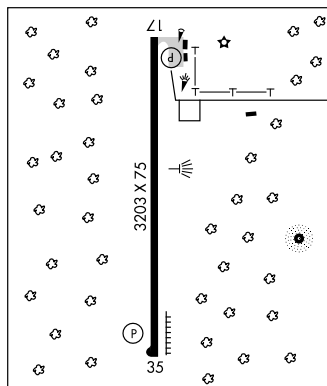
MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01' W92°02.16' 239° 40.1 NM to fld. 80/3E. HIWAS.

HODGE NDB (MHW) 256 JBL N32°12.08' W92°43.56' at fld. NOTAM FILE DRI. Unmonitored. Unusable 350°-005° byd 10 NM.

MEMPHIS

L-17E

IAP



**JONESVILLE** (L32) 0 W UTC-6(-5DT) N31°37.22' W91°50.06'

56 B FUEL 100LL NOTAM FILE DRI

RWY 06-24: H3000X75 (ASPH) S-16 MIRL

RWY 06: SAVASI(S2L)—GA 4.0° TCH 20'. Trees.

RWY 24: SAVASI(S2L)—GA 4.0° TCH 20'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2200Z†. Rwy 24 SAVASI OTS indef. Rwy 06 SAVASI OTS indef. MIRL Rwy 06-24 preset low ints dusk to dawn, to incr ints ACTIVATE—122.8.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 054° 40.5 NM to fld. 80/3E. HIWAS.

HOUSTON

L-22E



APP CRS  
**017°**Rwy Idg **3203**  
TDZE **256**  
Apt Elev **256****NDB or GPS RWY 35**

JONESBORO (F88)



NA

Use Monroe altimeter setting.

MISSED APPROACH: Climb to 2000 then right turn direct  
JBL NDB and hold.MONROE APP CON ★  
**126.9 307.9**(CTAF)  
**122.9 0**

A 1378

MONROE

117.2 MLU

Chan 119

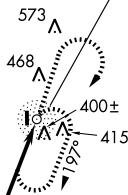
ELM GROVE

111.2 EMG

Chan 49

IAF  
HODGE

256 JBL

2000  
098°  
(45.8)2000  
239°  
(39.8)

(COJGU)

017°

137°

332°

197°

MSA JBL 25 NM

2400

3100

230°

320°

ELEV 256

ZL

3203 X 75

TDZE 256

017° to JBL NDB

35

Remain  
within 10 NM

NDB

197°

017°

2000

(COJGU)

2000

JBL

256

CATEGORY	A	B	C	D
S-35	940-1 684 (700-1)		940-2 684 (700-2)	NA
CIRCLING	960-1 704 (800-1)		960-2 704 (800-2)	NA

REIL Rwy 17 and 35  
MIRL Rwy 17-35

10210

## AIRPORT DIAGRAM

AL-865 (FAA)

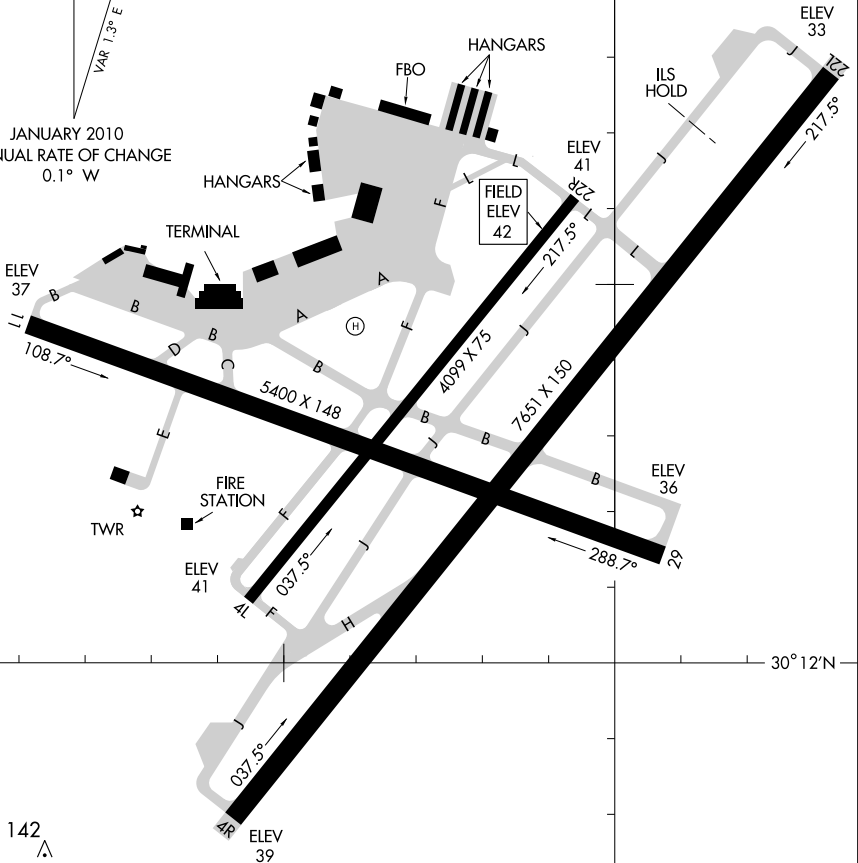
LAFAYETTE RGNL (LFT)  
LAFAYETTE, LOUISIANA

ATIS  
134.05  
LAFAYETTE TOWER ★  
118.5 257.8  
GND CON  
121.8  
CLNC DEL  
125.55

D



JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

142  
△

RWY 04L-22R  
S-25, D-32  
RWY 04R-22L  
S-140, D-170, 2S-175, 2D-290  
RWY 11-29  
S-85, D-110, 2S-140, 2D-175

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

92°00'W

91°59'W

## AIRPORT DIAGRAM

10210

LAFAYETTE, LOUISIANA  
LAFAYETTE RGNL (LFT)

SC-4, 21 OCT 2010 to 18 NOV 2010

## KEITHVILLE

BLUEBIRD HILL (5F5) 2 NE UTC-6(-5DT) N32°20.68' W93°47.99'

MEMPHIS

180 B S2 NOTAM FILE DRI

RWY 18-36: 3000X40 (ASPH-TURF) LIRL

RWY 18: Thld dsplcd 430'. Trees.

RWY 36: Thld dsplcd 850'. Trees.

**AIRPORT REMARKS:** Attended continuously. For LIRL Rwy 18-36 call 318-925-2302. First 430' Rwy 18 paved. Rwy 18-36 very unlevel grade full length; rwy ends stop at 50' trees. Rwy 18-36 dsplcd thld marked with one orange cone on each side. For rotating bcn call 318-925-2302.

COMMUNICATIONS: CTAF 122.9

KELLY (See OAK GROVE)

KEYLI N30°11.58' W93°15.79' NOTAM FILE LCH.

HOUSTON

NDB (LOM) 353 LC 150° 4.5 NM to Lake Charles Rgnl. Unmonitored when twr closed.

KIBS AIR PARK (See BRISTOL)

KINTE N30°01.51' W90°23.99' NOTAM FILE MSY.

NEW ORLEANS

NDB (HW/LOM) 338 MS 102° 7.6 NM to Louis Armstrong New Orleans Intl.

H-7D, L-21B, 22F, GOMC

LAFAYETTE RGNL (LFT) 2 SE UTC-6(-5DT) N30°12.32' W91°59.26'

HOUSTON

42 B S4 FUEL 100LL, JET A OX 1, 4 Class I, ARFF Index B NOTAM FILE LFT

H-7D, L-21B, 22E, GOMC

RWY 04R-22L: H7651X150 (ASPH-GRVD) S-140, D-170, 2S-175, 2D-290 HIRL

IAP, AD

RWY 04R: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Pole. Rgt tfc.

RWY 22L: MALSR. PAPI(P4L)—GA 3.0° TCH 53'. Trees.

RWY 11-29: H5400X148 (ASPH-GRVD) S-85, D-110, 2S-140, 2D-175 MIRL

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Trees. Rgt tfc.

RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Tree.

RWY 04L-22R: H4099X75 (ASPH) S-25, D-32 MIRL

RWY 04L: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Tree.

RWY 22R: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Tree. Rgt tfc.

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L: TORA-4099 TODA-4099 ASDA-4099 LDA-4099

RWY 04R: TORA-7651 TODA-7651 ASDA-7651 LDA-7651

RWY 11: TORA-5400 TODA-5400 ASDA-5400 LDA-5400

RWY 22L: TORA-7651 TODA-7651 ASDA-7651 LDA-7651

RWY 22R: TORA-4099 TODA-4099 ASDA-4099 LDA-4099

RWY 29: TORA-5400 TODA-5400 ASDA-5400 LDA-5400

**AIRPORT REMARKS:** Attended continuously. Numerous birds on and in/ovf arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 337-266-4400. Rwy 04L-22R not avbl for air carrier ops with more than 30 passenger seats. Ctc ground control prior to push back from terminal. 155' oil rig 1 NM southeast of arpt. Rwy 22L runway visual range touchdown avbl. Twy B between Twy C and Twy D clsd to acft with wingspan over 80'. Twy F south of Twy B clsd to single wheel acft over 25,000 lbs and dual wheel acft over 32,000 lbs. Twy F south of Twy B reduces to 40' wide. When twr clsd ACTIVATE

MALSR Rwy 22L—CTAF, MIRL Rwy 04L-22R not avbl.

WEATHER DATA SOURCES: ASOS (337) 237-8153. HIWAS 109.8 LFT.

COMMUNICATIONS: CTAF 118.5 ATIS 134.05 UNICOM 122.95

RCO 122.35 (DE RIDDER RADIO)

⑦ APP/DEP CON 121.1 (020°-210°) 128.7 (211°-019°) (1130-0430Z‡)

HOUSTON CENTER APP/DEP CON 126.35 (0430-1130Z‡)

TOWER 118.5 (1130-0430Z‡) GND CON 121.8 CLNC DEL 125.55

AIRSPACE: CLASS C svc 1130-0430Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LFT.

(L) VORTACW 109.8 LFT Chan 35 N30°11.63' W91°59.55' at fld. 36/3E. HIWAS.

LAFFS NDB (LOM) 375 LF N30°17.36' W91°54.48' 216° 6.5 NM to fld.

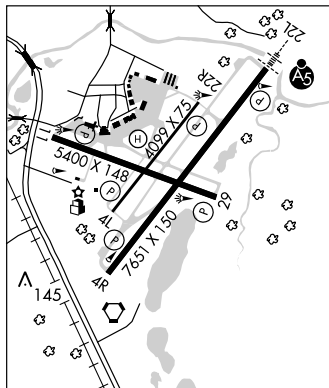
ILS/DME 109.5 I-LFT Chan 32 Rwy 22L. Class IE. LOM LAFFS NDB.

ILS/DME 110.9 I-TYN Chan 46 Rwy 04R. Class IE.

ASR (1130-0430Z‡)

HELIPAD H1: H50X50 (ASPH) LDIN

**HELIPORT REMARKS:** Rwy H1 circular pad. Helipad H1 perimeter lgts. Helipod ops to/from helipad between Twys B and F and the terminal ramp, avoid overflight of the terminal and other buildings in the 270°-020° quadrant from the helipad. Lead-in lgts two ingress paths. Helicopter parking pads avbl.



## ILS or LOC/DME RWY 4R

LAFAYETTE RGNL (LFT)

LOC/DME I-TYN <b>110.9</b> Chan <b>46</b>	APP CRS <b>036°</b>	Rwy Idg TDZE Apt Elev	<b>7651</b> <b>40</b> <b>43</b>
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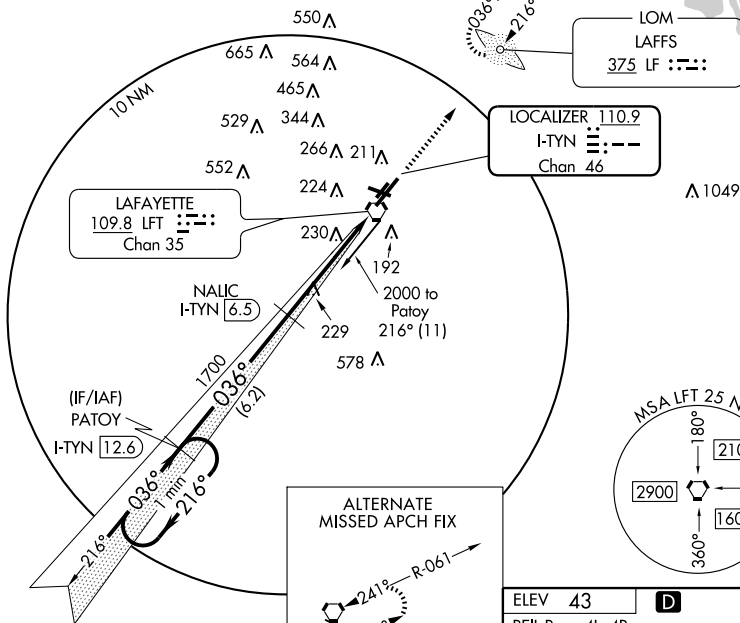
ADF required. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDA's 40 feet.  
VDP NA when using Acadiana Rgnl altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100  
direct LAFFS LOM and hold.

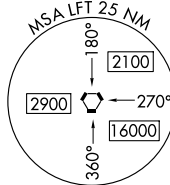
ATIS <b>134.05</b>	LAFAYETTE APP CON ★ <b>121.1 363.0</b>	LAFAYETTE TOWER ★ <b>118.5 (CTAF) 0 257.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>125.55</b>	UNICOM <b>122.95</b>
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Λ 1041

Λ 1802



Λ 1049

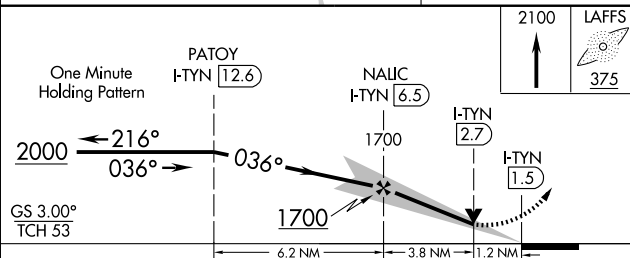


DME REQUIRED

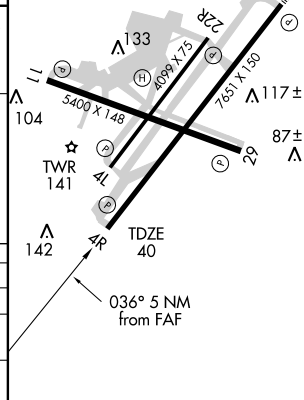
ELEV 43

D

REIL Rwy 4L, 4R  
11, 22R and 29  
MIRL Rwy 11-29  
and 4L-22R  
HIRL Rwy 4R-22L



CATEGORY	A	B	C	D
S-ILS 4R	240- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> )			
S-LOC 4R	480-1 440 (500-1)		480-1 <sup>1</sup> / <sub>4</sub> 440 (500-1 <sup>1</sup> / <sub>4</sub> )	480-1 <sup>1</sup> / <sub>2</sub> 440 (500-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	540-1 497 (500-1)	580-1 537 (600-1)	580-1 <sup>1</sup> / <sub>2</sub> 537 (600-1 <sup>1</sup> / <sub>2</sub> )	660-2 618 (700-2)



LOC I-LFT <b>109.5</b> Chan <b>32</b>	APP CRS <b>216°</b>	Rwy Idg <b>7651</b> TDZE <b>38</b> Apt Elev <b>42</b>
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ILS or LOC RWY 22L  
LAFAYETTE RGNL (LFT)

**T** \*RVR 1800 authorized with the use of FD or AP or HUD  
**A** to DA.  
ASR

MALSR  
A5

**MISSED APPROACH:** Climb to 800 then climbing right turn to 2100 via LFT R-264 to MICRO Int.

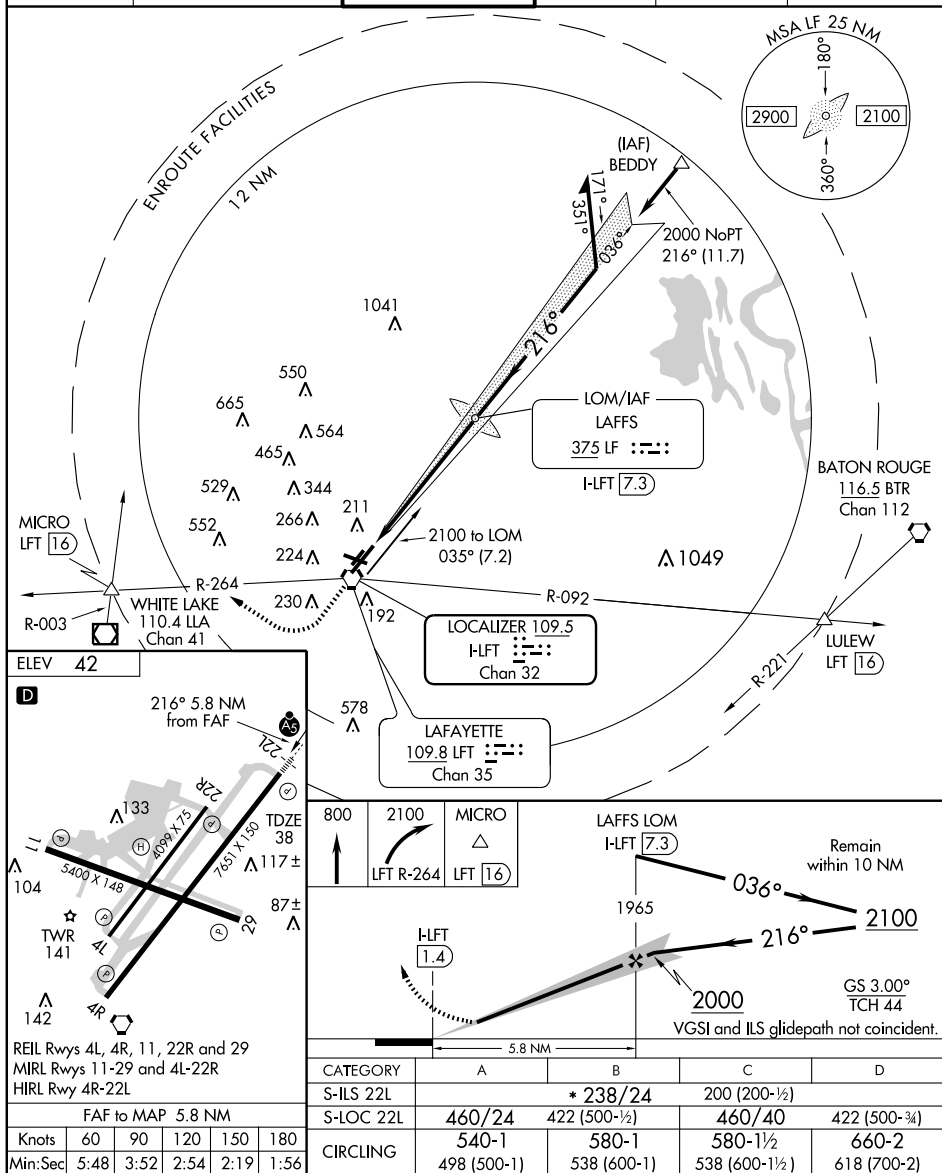
ATIS  
**134.05**

LAFAYETTE APP CON ★  
121.1 363.0

LAFAYETTE TOWER ★  
118.5 (CTAF) 257.8

GND COM  
**121.8**

CLNC DE  
**125.55**

UNICOM  
122.95

LAFAYETTE, LOUISIANA  
Amdt 4G 09015

30°12'N - 91°59'W

LAFAYETTE RGNL (LFT)  
ILS or LOC RWY 22L

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4. 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>45903</b> <b>W04A</b>	APP CRS <b>036°</b>	Rwy Idg TDZE Apt Elev	<b>7651</b> <b>40</b> <b>43</b>
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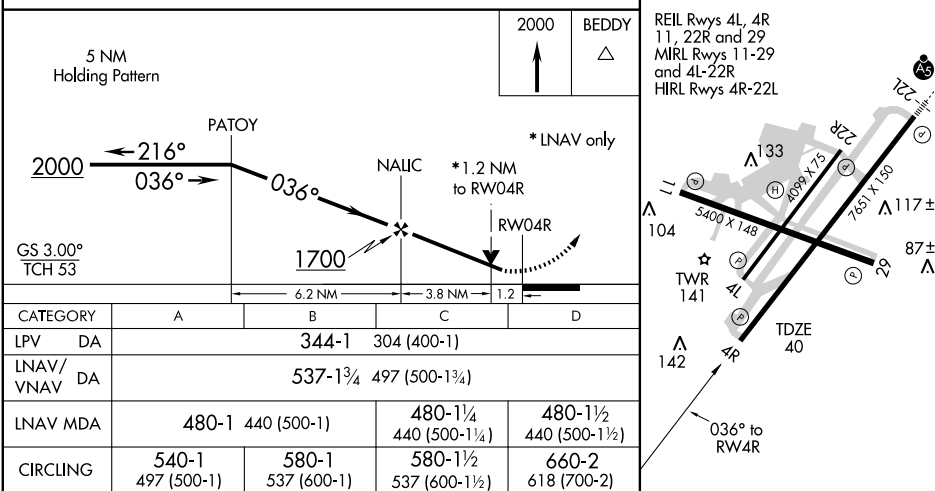
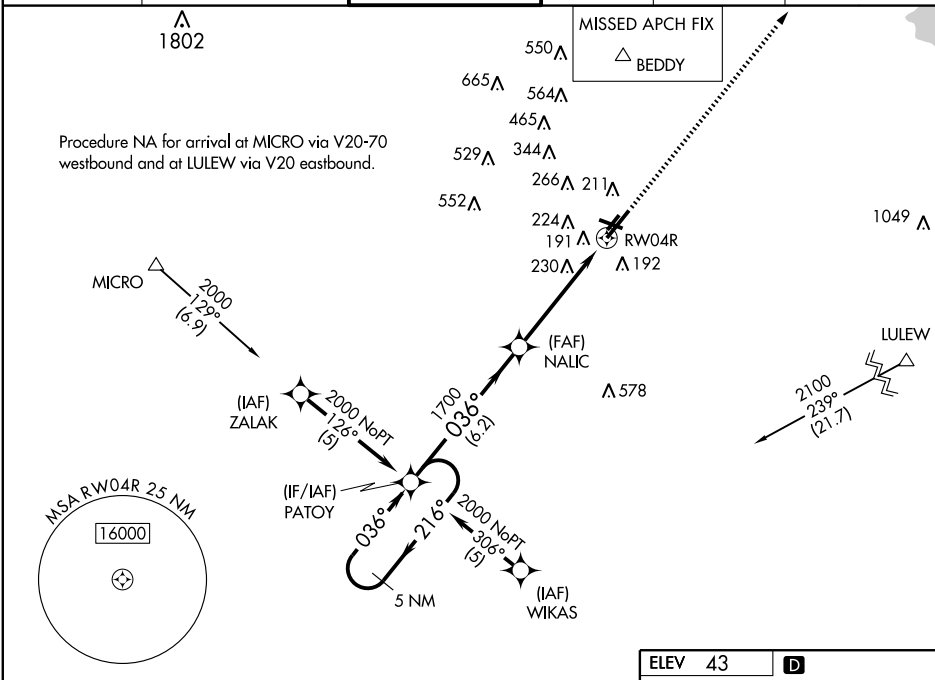
## RNAV (GPS) RWY 4R

LAFAYETTE RGNL (LFT)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
 ▲ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. VDP and BARO-VNAV NA when using Acadiana ASR Rgnl altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH:  
Climb to 2000 direct  
BEDDY.

ATIS <b>134.05</b>	LAFAYETTE APP CON ★ <b>121.1 363.0</b>	LAFAYETTE TOWER ★ <b>118.5 (CTAF) 0 257.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>125.55</b>	UNICOM <b>122.95</b>
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LAFAYETTE, LOUISIANA

Orig-A 09015

30°12'N-91°59'W

LAFAYETTE RGNL (LFT)

RNAV (GPS) RWY 4R

## RNAV (GPS) RWY 22L

LAFAYETTE RGNL (LFT)

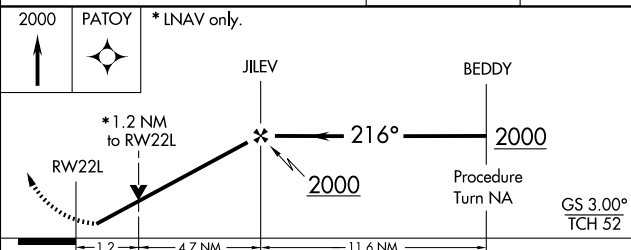
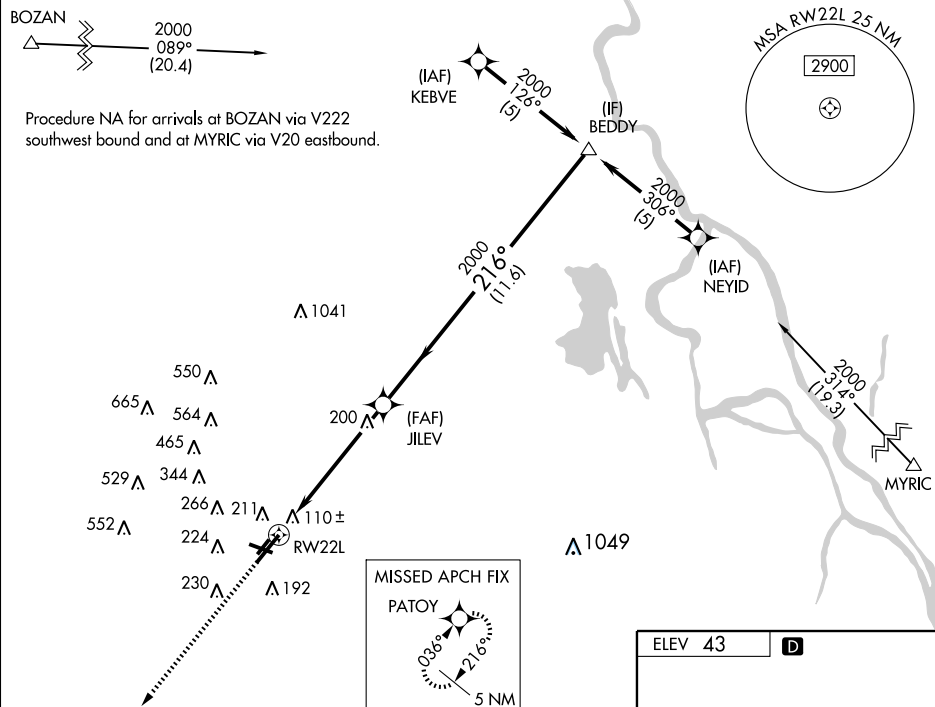
WAAS CH <b>50503</b> <b>W22A</b>	APP CRS <b>216°</b>	Rwy Idg TDZE <b>38</b> Apt Elev <b>43</b>	<b>7651</b>
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▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. VDP and Baro-VNAV NA when using Acadiana Rgnl altimeter setting. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000.  
 ▲ ASR Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

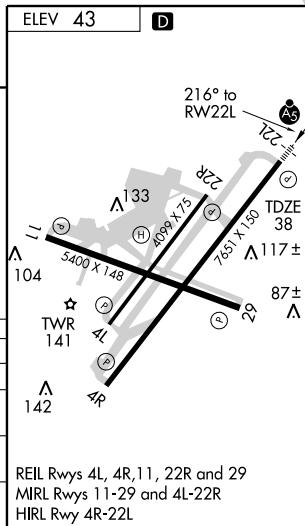


MISSED APPROACH:  
Climb to 2000 direct  
PATQY and hold.

ATIS <b>134.05</b>	LAFAYETTE APP CON ★ <b>121.1 363.0</b>	LAFAYETTE TOWER ★ <b>118.5 (CTAF) 0 257.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>125.55</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	313/40	275 (300-¾)		
LNAV/VNAV DA	511/60	473 (500-1¼)		
LNAV MDA	480/40	442 (500-¾)	480/50	442 (500-1)
CIRCLING	540-1 497 (500-1)	580-1 537 (600-1)	580-1½ 537 (600-1½)	660-2 618 (700-2)



WAAS CH <b>45703</b> <b>W29A</b>	APP CRS <b>287°</b>	Rwy Idg <b>5400</b> TDZE <b>42</b> Apt Elev <b>43</b>
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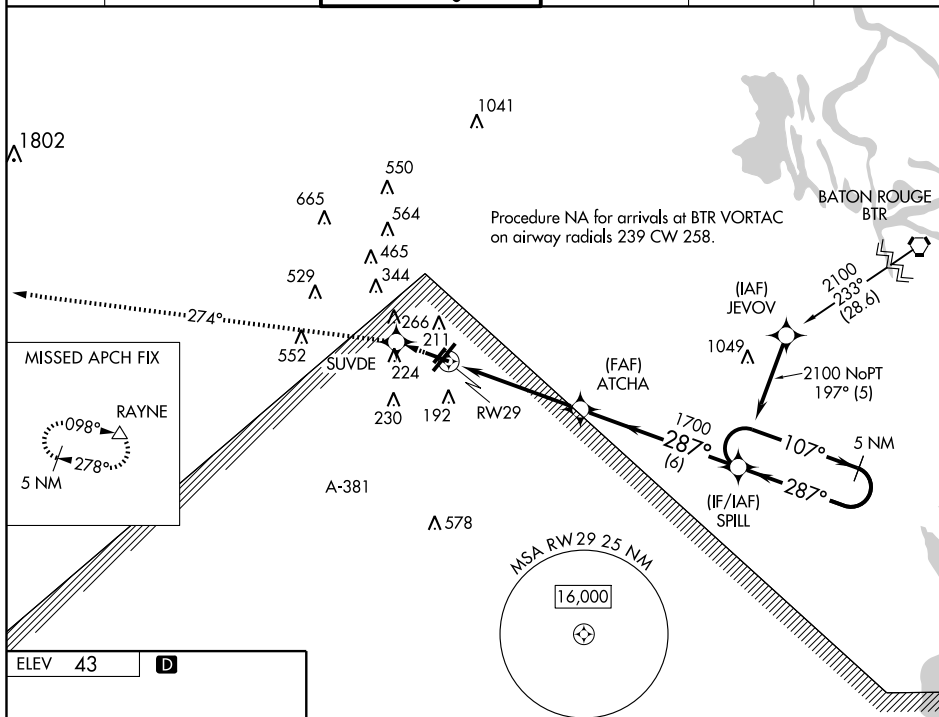
# RNAV (GPS) RWY 29

## LAFAYETTE RGNL (LFT)

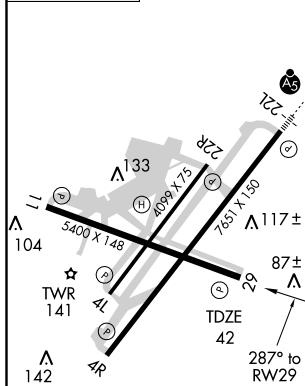
▼ Baro-VNAV NA when using Acadiana Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet/MDAs 40 feet.  
 ASR

MISSED APPROACH:  
 Climb to 2800 direct  
 SUVDE and via 274°  
 track to RAYNE and hold.

ATIS <b>134.05</b>	LAFAYETTE APP CON ★ <b>121.1 363.0</b>	LAFAYETTE TOWER ★ <b>118.5 (CTAF) 0 257.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>125.55</b>	UNICOM <b>122.95</b>
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ELEV 43 **D**



REIL Rwy 4L, 4R, 11, 22R and 29  
 MRL Rwy 11-29 and 4L-22R  
 HIRL Rwy 4R-22L

LAFAYETTE, LOUISIANA

Orig 09015

30°12'N-91°59'W

LAFAYETTE RGNL (LFT)

RNAV (GPS) RWY 29

2800	SUVDE	274° TRK	RAYNE	SPILL	5 NM Holding Pattern
↑	✧	△	△	107° → 287° ←	2100 GS 3.00° TCH 50
			ATCHA	287°	1700
			RW29	5 NM	6 NM
CATEGORY	A	B	C	D	
LPV DA	294-1	252 (300-1)			
LNAV/VNAV DA	462-1½	420 (500-1½)			
LNAV MDA	400-1	358 (400-1)			400-1¼ 358 (400-1¼)
CIRCLING	540-1 497 (500-1)	580-1 537 (600-1)	580-1½ 537 (600-1½)		660-2 617 (700-2)



VORTAC LFT <b>109.8</b> Chan <b>35</b>	APP CRS <b>137°</b>	Rwy Idg TDZE Apt Elev	<b>5400</b> <b>41</b> <b>42</b>
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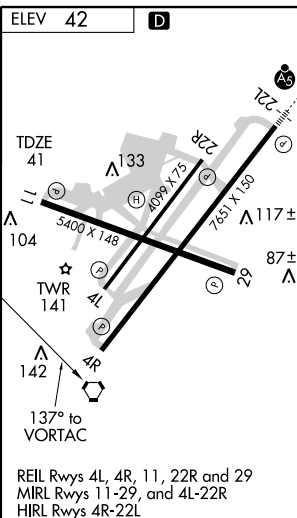
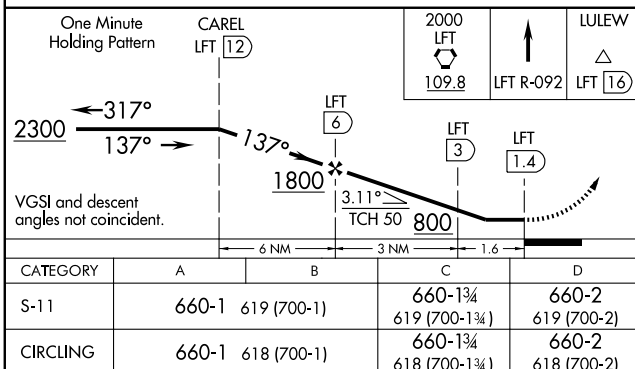
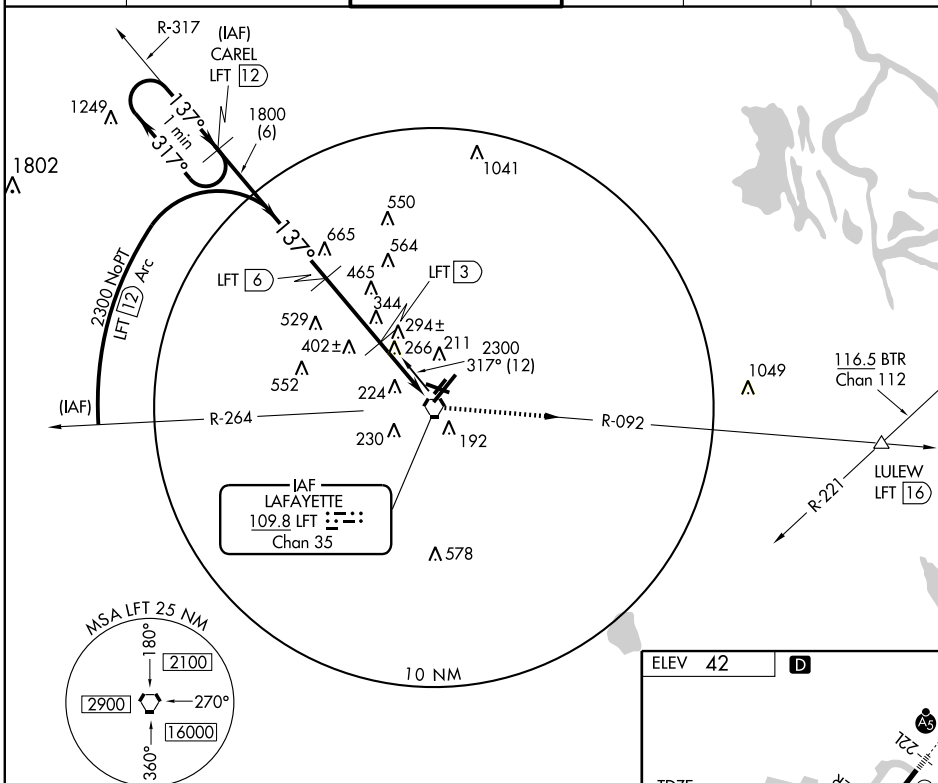
# VOR/DME RWY 11

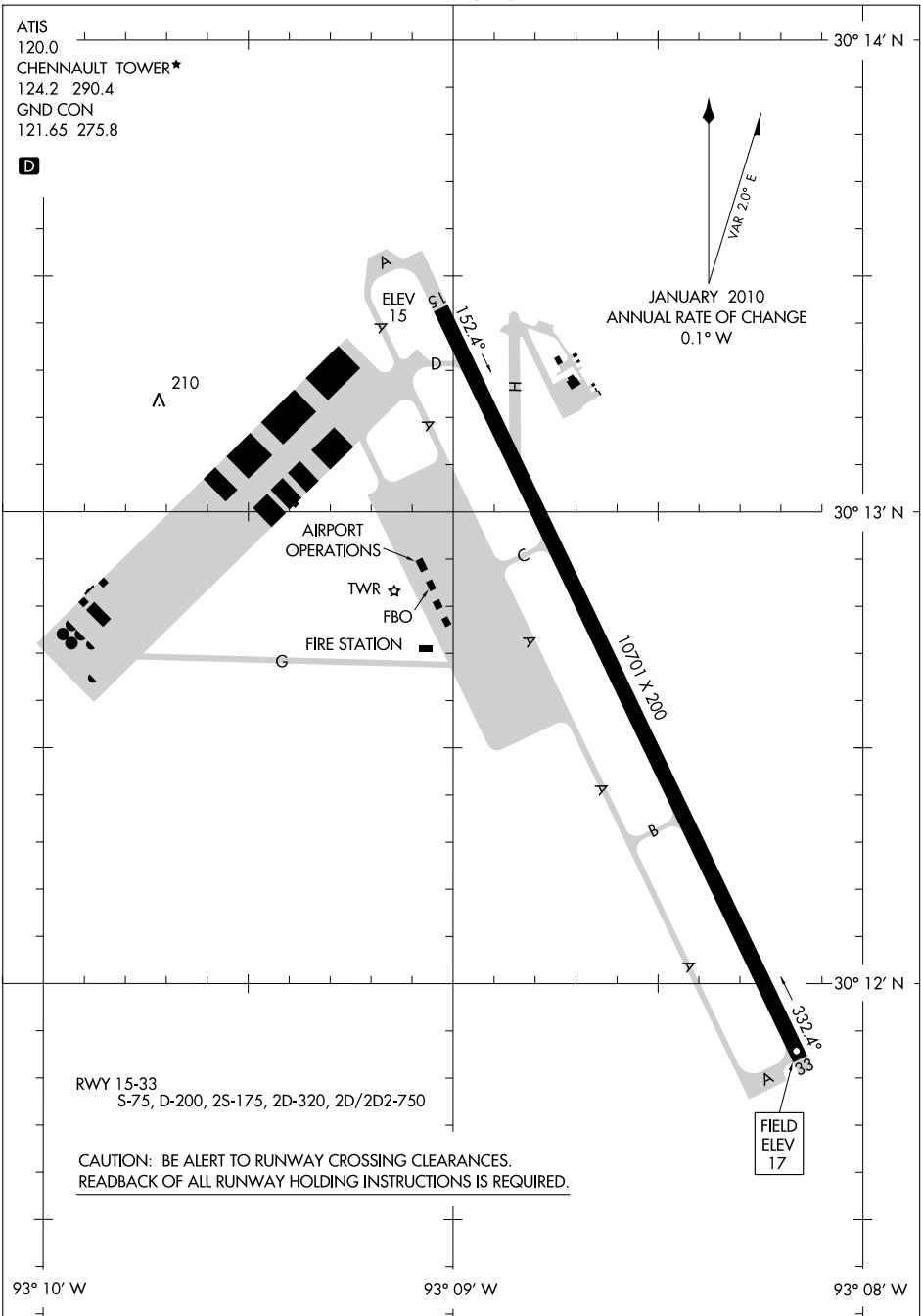
LAFAYETTE RGNL (LFT)



MISSED APPROACH: Climb to 2000 via LFT VORTAC and LFT R-092 to LULEW Int/LFT 16 DME.

ATIS <b>134.05</b>	LAFAYETTE APP CON* <b>121.1 363.0</b>	LAFAYETTE TOWER* <b>118.5 (CTAF) 257.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>125.55</b>	UNICOM <b>122.95</b>
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SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

**LAFFS** N30°17.36' W91°54.48' NOTAM FILE LFT.  
**NDB (LOM)** 375 LF 216° 6.5 NM to Lafayette Rgnl.

**HOUSTON**  
 L-21B, 22E

## LAKE CHARLES

**CHENNAULT INTL** (CWF) 4 E UTC-6(-5DT) N30°12.65' W93°08.59'

**HOUSTON**

17 B **FUEL** 100LL, JET A+ OX 4 TPA-1500(1483) ARFF Index—See Remarks  
 NOTAM FILE CWF

**H-7D, L-21B, 22E, GOMW**  
**IAP, AD**

**RWY 15-33:** H10701X200 (CONC) S-75, D-200, 2S-175, 2D-320,  
 2D/2D2-750 HIRL

**RWY 15:** MALSR. PAPI(P4L)—GA 3.0° TCH 53'.

**RWY 33:** REIL. PAPI(P4L)—GA 3.0° TCH 53'. Tree. Rgt tfc.

### RUNWAY DECLARED DISTANCE INFORMATION

**RWY 15:** TORA-10701 TODA-10701 ASDA-10701 LDA-10701

**RWY 33:** TORA-10701 TODA-10701 ASDA-10701 LDA-10701

**AIRPORT REMARKS:** Attended Mon-Fri 1230-0230Z† Sat-Sun  
 1300-0200Z†. After hrs call 337-433-7766. For fuel call  
 337-436-4877. Birds on and in/ov arpt. Occasional heavy jet acft  
 on and in/ov arpt. Class IV, ARFF Index A. 6 hr PPR for air carrier  
 ops with more than 30 passenger seats, call arpt manager  
 337-491-9961. Index E available with 24 hours notice, call arpt  
 manager 337-491-9961. When twr clsd ACTIVATE HIRL Rwy  
 15-33, MALSR Rwy 15 and REIL Rwy 33—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.0 (337) 436-3452. LAWRS.

**COMMUNICATIONS:** CTAF 124.2 ATIS 120.0 UNICOM 122.95

Ⓡ **LAKE CHARLES APP/DEP CON** 119.8 (1200-0400Z†)

Ⓡ **HOUSTON CENTER APP/DEP CON** 124.7 (0400-1200Z†)

**TOWER** 124.2 (1200-0400Z†) **GND CON** 121.65

**AIRSPACE:** CLASS D svc 1200-0400Z† other times CLASS G.

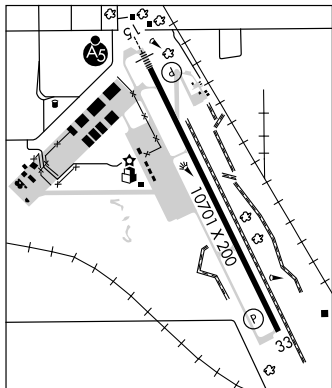
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LCH.

**LAKE CHARLES (H) VORTACW** 113.4 LCH Chan 81 N30°08.49' W93°06.33' 328° 4.6 NM to fld. 20/7E.

**MOSSY NDB (LOM)** 418 CW N30°18.40' W93°11.77' 150° 6.4 NM to fld.

**ILS** 110.7 I-CWF Rwy 15. Class IE. LOM **MOSSY NDB.** ILS unmonitored when twr clsd.

**ASR** (1200-0400Z†)



LOC I-CWF	APP CRS	Rwy Idg	<b>10701</b>
<b>110.7</b>	<b>150°</b>	TDZE	<b>16</b>
		Apt Elev	<b>17</b>

## ILS or LOC RWY 15

LAKE CHARLES/CHENNAULT INTL (CWF)

For inoperative MALSR, increase S-ILS 15 Cat E visibility to  $\frac{3}{4}$  and S-LOC 15 Cat E visibility to  $1\frac{1}{4}$ . If local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase DA to 232 feet; increase all MDAs 20 feet and visibility Cats C and E  $\frac{1}{4}$  mile.

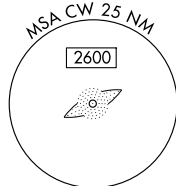
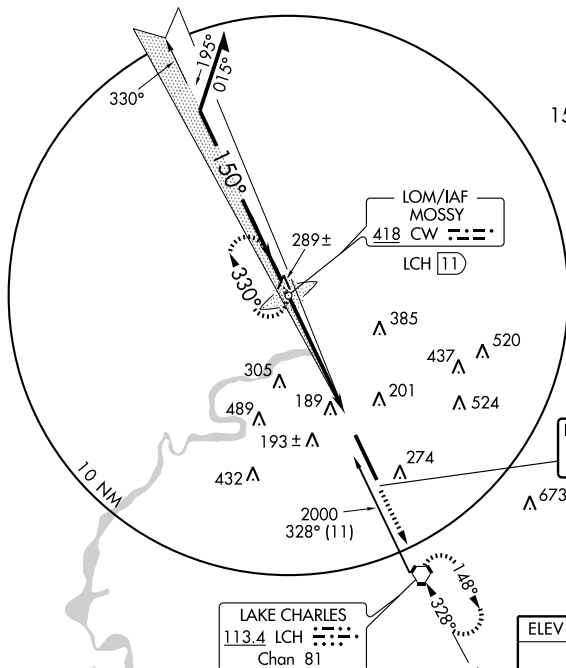
ASR

MALSR

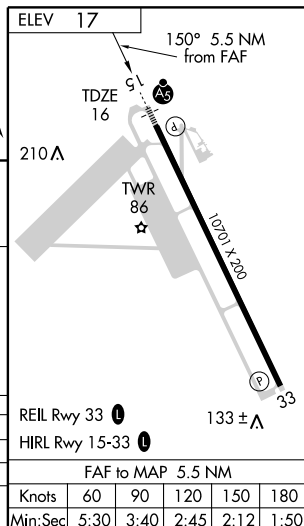
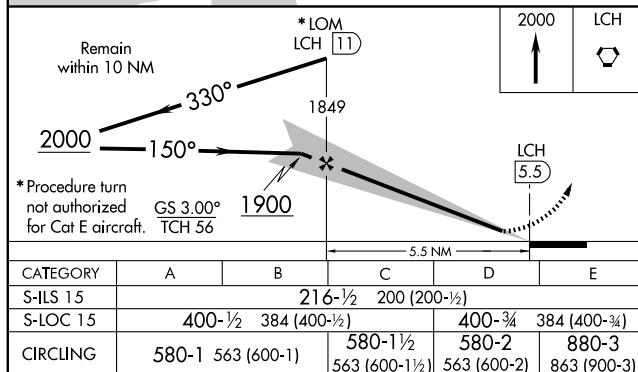


MISSED APPROACH: Climb to 2000 direct LCH VORTAC and hold.

ATIS	LAKE CHARLES APP CON*	CHENNAULT TOWER*	GND CON	UNICOM
<b>120.0</b>	<b>119.8 282.3</b>	<b>124.2 (CTAF) 0 290.4</b>	<b>121.65 275.8</b>	<b>122.95</b>




## RADAR REQUIRED FOR CAT E AIRCRAFT

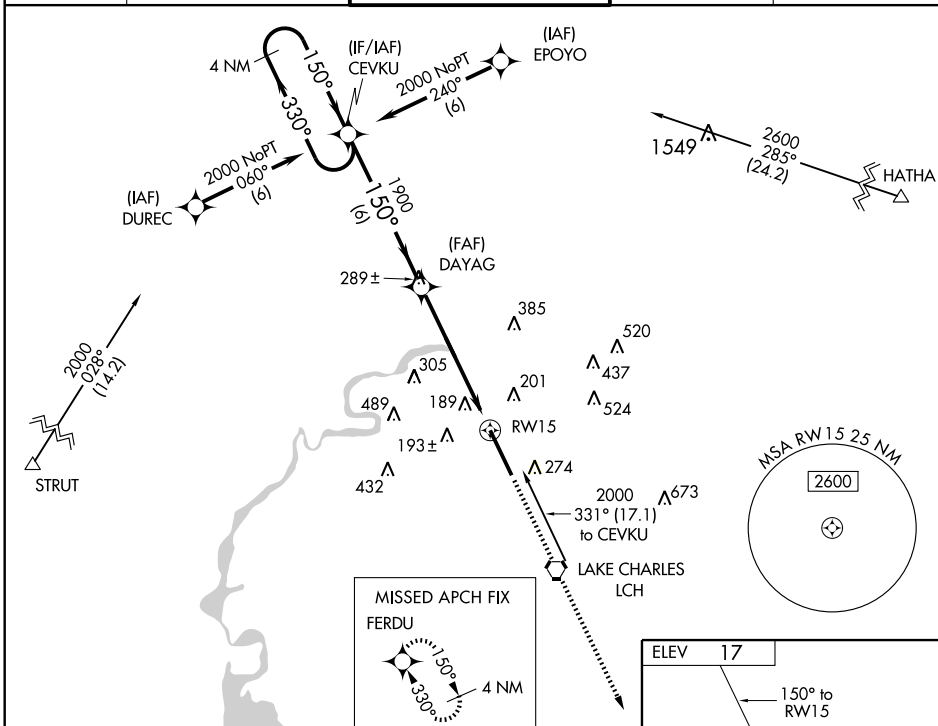


WAAS CH <b>45502</b> W15A	APP CRS <b>150°</b>	Rwy Idg <b>10701</b> TDZE <b>16</b> Apt Elev <b>17</b>
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## RNAV (GPS) RWY 15

LAKE CHARLES/CHENNAULT INTL (CWF)

ASR	BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. BARO-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting. If local altimeter not received, use Lake Charles Rgnl altimeter setting and increase all DA/MDAs 20 feet.			MALSR 	MISSED APPROACH: Climb to 2000 direct FERDU and hold.	
	ATIS 120.0	LAKE CHARLES APP CON★ 119.8 282.3	CHENNAULT TOWER★ 124.2 (CTAF) 0 290.4	GND CON 121.65 275.8	UNICOM 122.95	



4 NM Holding Pattern

CEVKU

DAYAG

2000

↑

FERDU

↑

⬠

2000

← 330°

150° →

GS 3.00°

TCH 56

150°

1900

\*1.4 NM to RW15

RW15

\*LNAV only

6 NM

4.3 NM

1.4 NM

CATEGORY	A	B	C	D
LPV DA	290-½ 274 (300-½)			
LNAV/VNAV DA	540-1¼ 524 (600-1¼)			
LNAV MDA	500-½ 484 (500-½)	500-¾ 484 (500-¾)		500-1 484 (500-1)
CIRCLING	580-1¾ 563 (600-1¾)			580-2 563 (600-2)

210 Δ

TDZE 16

AS

ⓐ

TWR 86

10701 X-200

133 ± Δ

33

REIL Rwy 33

HIRL Rwy 15-33

LAKE CHARLES, LOUISIANA

Orig 10154

30°13'N-93°09'W

LAKE CHARLES/CHENNAULT INTL (CWF)

## RNAV (GPS) RWY 15

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>65817</b> <b>W33A</b>	APP CRS <b>330°</b>	Rwy Idg <b>10701</b> TDZE <b>17</b> Apt Elev <b>17</b>
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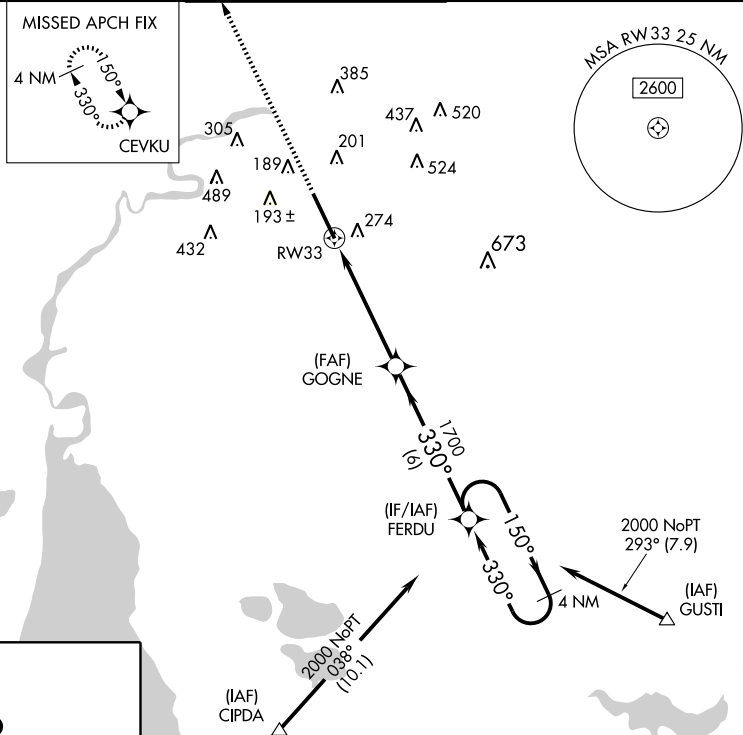
# RNAV (GPS) RWY 33

LAKE CHARLES/CHENNAULT INTL (CWF)

Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. VDP NA with Lake Charles Rgnl altimeter setting. When local altimeter not received, use ASR Lake Charles Rgnl altimeter setting and increase all DA 16 feet and all MDA 20 feet.

**MISSED APPROACH:**  
Climb to 2000 direct CEVKU and hold.

ATIS <b>120.0</b>	LAKE CHARLES APP CON ★ <b>119.8 282.3</b>	CHENNAULT TOWER ★ <b>124.2 (CTAF) 0 290.4</b>	GND CON <b>121.65 275.8</b>	UNICOM <b>122.95</b>
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ELEV 17

210A

G1

A5

TWR

86

★

10701 X 200

TDZE

17

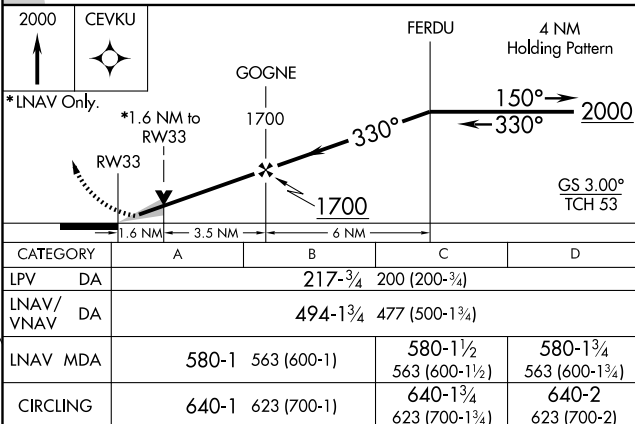
133 ±

A

330° to RW33

REIL Rwy 33 0

HIRL Rwy 15-33 0



VORTAC LCH  
**113.4**  
Chan **81**

APP CRS

Rwy Idg	<b>10701</b>
TDZE	<b>17</b>
Apt Elev	<b>17</b>

VOR RWY 33

LAKE CHARLES/CHENNAULT INTL (CWF)



VDP NA when using Lake Charles altimeter setting.  
If local altimeter setting not received, use Lake Charles Rgnl  
altimeter setting and increase all MDAs 20 feet.

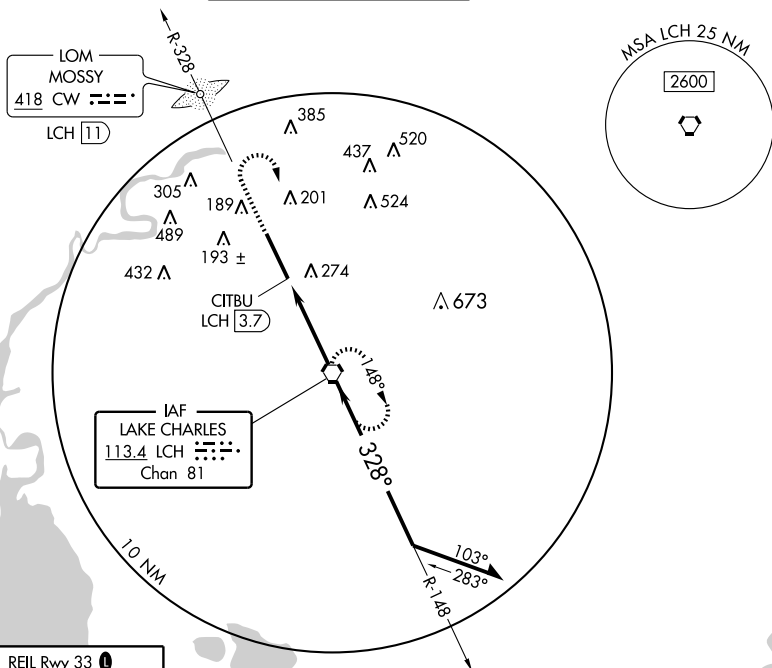
**MISSED APPROACH:** Climb to 1700 then climbing right turn to 2000 direct LCH VORTAC and hold.

ATIS  
120.0

LAKE CHARLES APP CON★  
119.8 282.3

CHENNAULT TOWER★  
124.2 (CTAF) **L** 290.4

GND CON  
121.65 275.8

UNICOM  
122.95

ELEV 17

RFII Rwy 33 L

HIRL Rwy 15-33 **L**

210A

TV

80

2

30 3

form

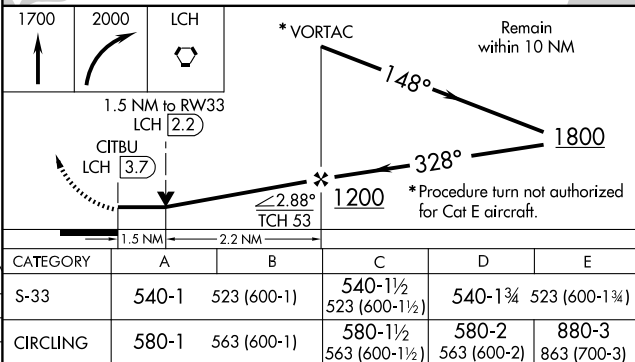
to M

9

2:

, LC

## RADAR REQUIRED FOR CAT E AIRCRAFT



LAKE CHARLES, LOUISIANA

Amdt 4 10154

LAKE CHARLES/CHENNAULT INTL (CWF)

VOR RWY 33

30° 13' N-93° 09' W

SC-4. 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

ATIS  
 118.75  
 LAKE CHARLES TOWER★  
 120.7 257.8  
 GND CON  
 121.8  
 CLNC DEL  
 126.25

FIELD  
ELEV  
15

130

30°08'N

5200 X 100

HOT  
CARGO AREA

ELEV

041

),

## HANGARS

 AVIATION RAMP

R

FIRE

STATION

NWS

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

6500 x 150

SOUTH RAMP

30°07'N

RWY 05-23  
S-70, D-90, 2S-114, 2D-140  
RWY 15-33  
S-100, D-145, 2S-175, 2D-260

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

93°14'W

93°13'W

LAKE CHARLES, LOUISIANA  
LAKE CHARLES RGNL (LCH)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4. 21 OCT 2010 to 18 NOV 2010



**LAKE CHARLES RGNL** (LCH) 5 S UTC-6(-5DT) N30°07.57' W93°13.41'

HOUSTON

15 B S4 FUEL 100LL, JET A+ LRA ARFF Index See remarks NOTAM FILE LCH H-7D, L-21B, 22E, GOMW

RWY 15-33: H6500X150 (CONC-GRVD) S-100, D-145, 2S-175, 2D-260 HIRL

IAP, AD

RWY 15: MALSR. PAPI(P4L)—GA 3.0° TCH 54'. Pole. Rgt tfc.

RWY 33: ODALS. VASI(V4L)—GA 3.0° TCH 50'.

RWY 05-23: H5200X100 (ASPH) S-70, D-90, 2S-114, 2D-140

MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 48'. Tree.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 47'. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 05: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

RWY 15: TORA-6500 TODA-6500 ASDA-6500 LDA-6500

RWY 23: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

RWY 33: TORA-6500 TODA-6500 ASDA-6500 LDA-6500

**AIRPORT REMARKS:** Attended 1100-0430Z. Birds on and in vicinity of arpt. Use extreme care construction on terminal ramp. PPR 8 hours for unscheduled air carrier ops, Class I, ARFF Index B svc available on request Mon-Fri 1400-2230Z except holidays call arpt manager 337-477-6051 ext 0. ARFF Index A avbl during air carrier ops. Control twr blind spot on Taxiway J. When twr clsd ACTIVATE MALSR Rwy 15, HIRL Rwy 15-33 and VASI Rwy 33—CTAF. MIRL Rwy 05-23 and VASI 23 off when twr closed. Rwy 15-33 south 900' grooved. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (337) 477-3371. LAWRs.**COMMUNICATIONS:** CTAF 120.7 ATIS 118.75 UNICOM 122.95

RCO 122.3 (DE RIDDER RADIO)

Ⓡ APP/DEP CON 119.35 (West) 119.8 (East) 119.75 (Offshore helicopter opr) (1200-0400Z) 119.75 OTS indef.

Ⓡ HOUSTON CENTER APP/DEP CON 124.7 (0400-1200Z)  
TOWER 120.7 (1200-0400Z) GND CON 121.8 CLNC DEL 126.25

**AIRSPACE:** CLASS D svc 1200-0400Z other times CLASS E.

TRSA svc ctc APP CON within 30 NM.

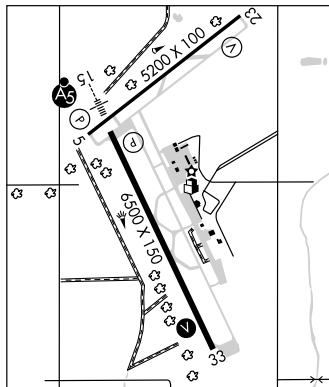
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LCH.

(H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 254° 6.2 NM to fld. 20/7E.

KEYLI NDB (LOM) 353 LC N30°11.58' W93°15.79' 150° 4.5 NM to fld. Unmonitored when twr closed.

ILS/DME 109.1 I-LCH Chan 28 Rwy 15. LOM KEYLI NDB. ILS unmonitored when twr closed.

ASR (1200-0400Z)

**LAKEFRONT** (See NEW ORLEANS)**LAKE PROVIDENCE** N32°49.84' W91°11.41' NOTAM FILE DRI.

MEMPHIS

NDB (MHW) 278 BLE at Byerley. OTS indef. SHUTDOWN.

L-18F

**LAKE PROVIDENCE****BYERLEY** (ØM8) 2 N UTC-6(-5DT) N32°49.55' W91°11.26'

MEMPHIS

106 B NOTAM FILE DRI

L-18F

RWY 17-35: H3196X75 (ASPH) S-4 MIRL

IAP

RWY 17: REIL. Thld dsplcd 175'. Road.

RWY 35: SAVASI(S2L)—GA 3.6° TCH 18'. Thld dsplcd 530'. Trees.

**AIRPORT REMARKS:** Unattended. Rwy 17 dsplcd thld markings NSTD, no arrows or chevrons. Rwy 35 dsplcd thld markings incomplete—no arrows/chevrons. No hold short line east side of Rwy 35. West apron gravel and potholes. Dsplcd thld lgts OTS indef. Rwy 17-35 MIRL OTS indef. REIL Rwy 17 OTS indef. Rotating bcn OTS indef.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41' W90°58.98' 190° 43.0 NM to fld. 130/4E.

LAKE PROVIDENCE NDB (MHW) 278 BLE N32°49.84' W91°11.41' at fld. NOTAM FILE DRI. OTS indef.

SHUTDOWN.

LOC/DME I-LCH <b>109.1</b> Chan <b>28</b>	APP CRS <b>152°</b>	Rwy Idg TDZE Apt Elev <b>12</b> <b>15</b>	<b>6500</b>
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# ILS or LOC RWY 15

LAKE CHARLES RGNL (LCH)

**ASR** \*\*RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC.

ATIS  
**118.75**

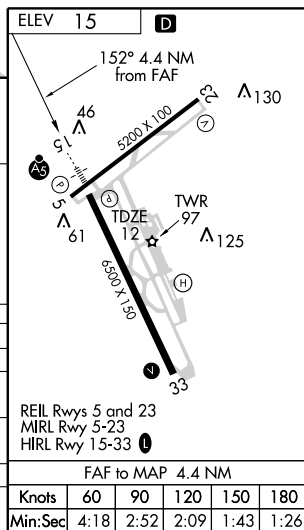
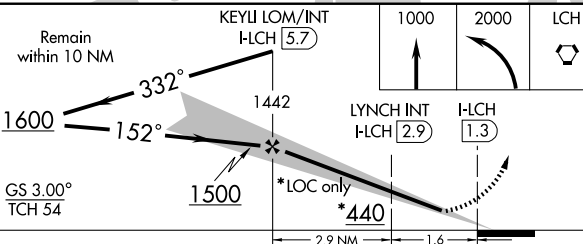
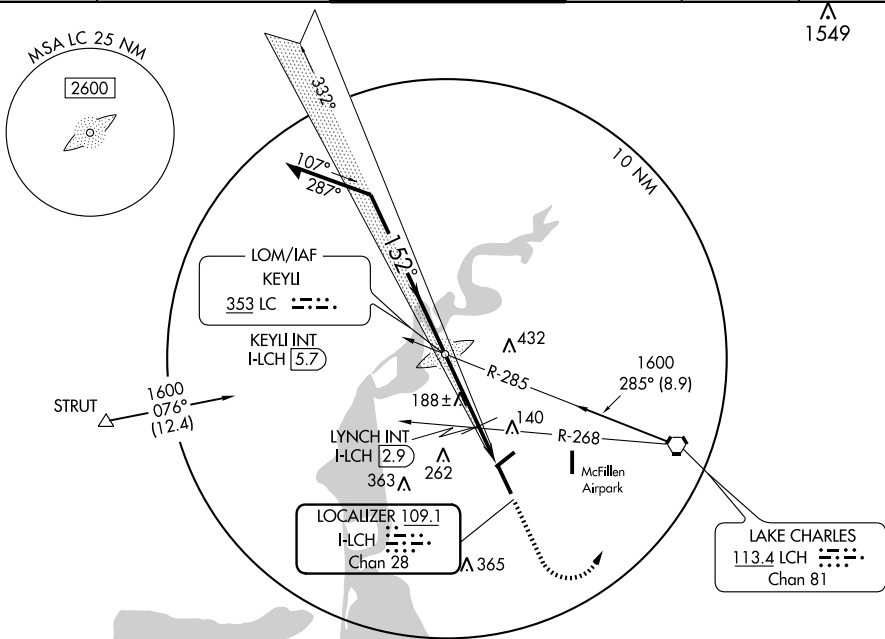
LAKE CHARLES APP CON\*  
**119.35 353.75**

LAKE CHARLES TOWER\*  
**120.7 (CTAF) 257.8**

GND CON  
**121.8**

CLNC DEL  
**126.25**

UNICOM  
**122.95**



CATEGORY	A	B	C	D
S-ILS 15	**212/24 200 (200-½)			
S-LOC 15	440/24	428 (500-½)	440/40 428 (500-¾)	440/50 428 (500-1)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)
LYNCH FIX MINIMUMS				
S-LOC 15	380/24	368 (400-½)	380/40 368 (400-¾)	

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

LOC I-LCH <u>109.1</u> Chan <b>28</b>	APP CRS <b>332°</b>	Rwy Idg <b>6500</b> TDZE <b>12</b> Apt Elev <b>15</b>
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LOC BC RWY 33  
LAKE CHARLES RGNL (LCH)

ASR

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 2000 direct LCH VORTAC.

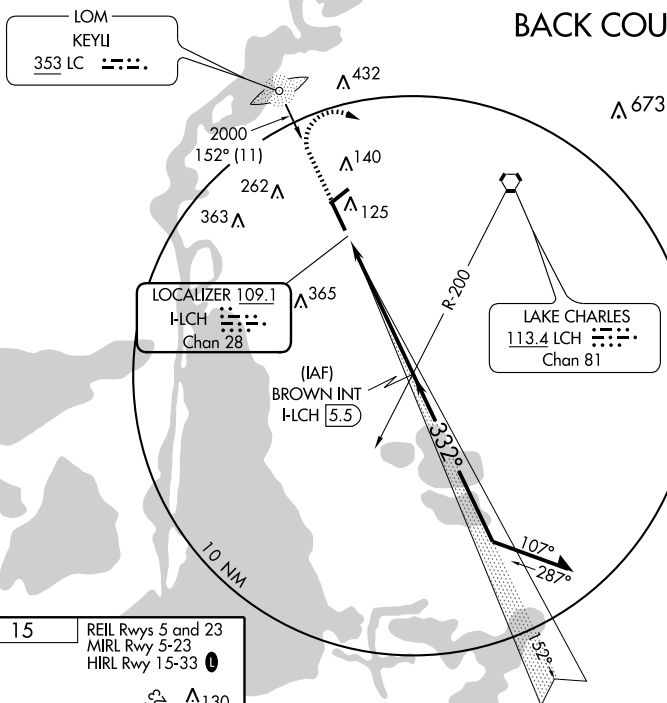
ATIS  
118.75

LAKE CHARLES APP CON★  
119.35 353.75

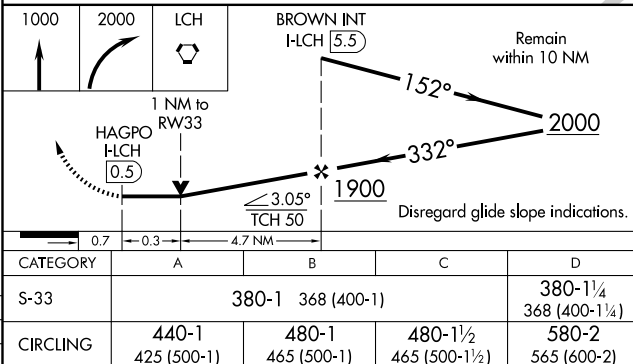
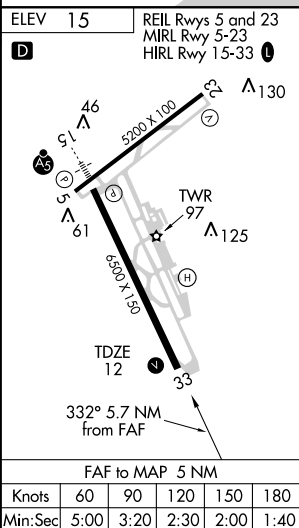
LAKE CHARLES TOWER★  
120.7 (CTAF)  257.8

GND CON  
121.8

CLNC DEB  
126.25

UNICOM  
122.95

## ADF or RADAR REQUIRED



LAKE CHARLES, LOUISIANA  
Amdt 19A 01JUL10

30°08'N-93°13'W

LAKE CHARLES RGNL (LCH)  
LOC BC RWY 33

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4. 21 OCT 2010 to 18 NOV 2010

## RNAV (GPS) RWY 5

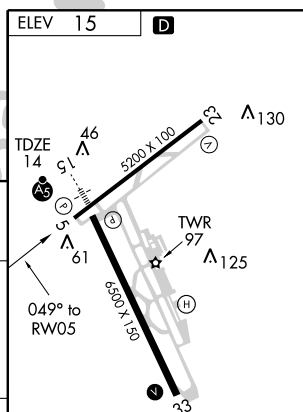
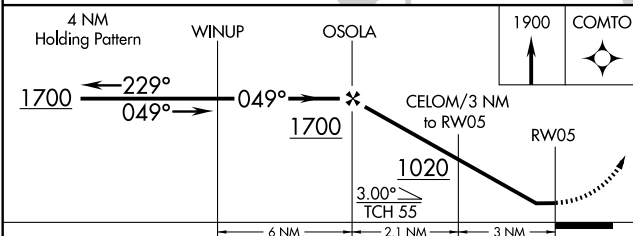
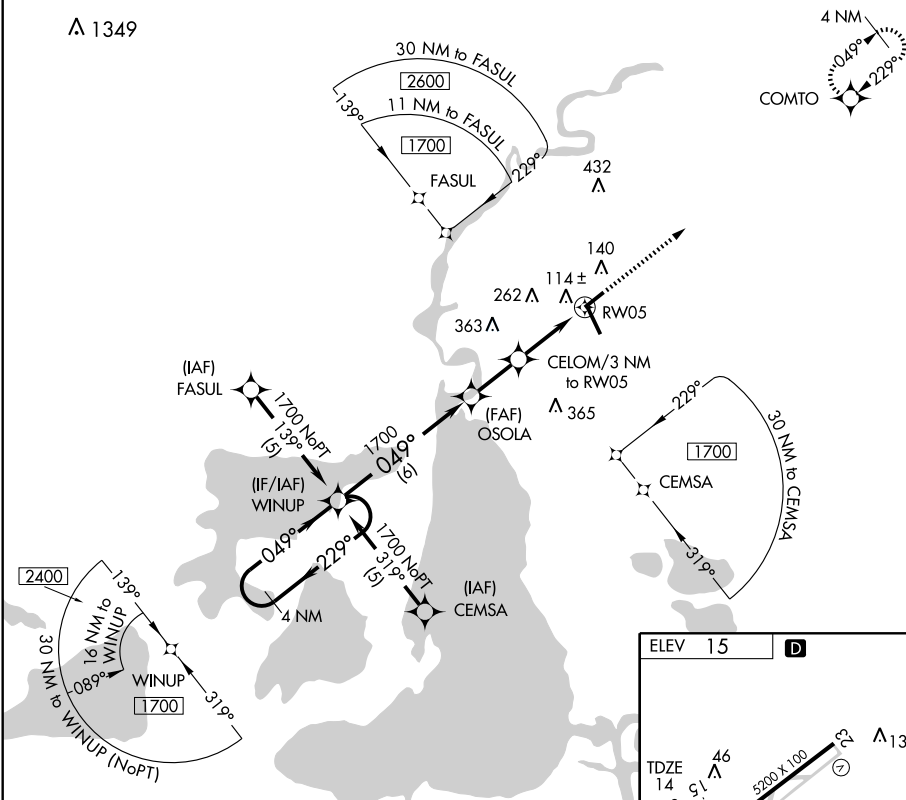
LAKE CHARLES RGNL (LCH)

APP CRS <b>049°</b>	Rwy Idg TDZE <b>14</b> Apt Elev <b>15</b>
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NA ASR	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA	MISSED APPROACH: Climb to 1900 direct COMTO WP and hold.
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ATIS <b>118.75</b>	LAKE CHARLES APP CON* <b>119.35 353.75</b>	LAKE CHARLES TOWER* <b>120.7 (CTAF) 257.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>126.25</b>	UNICOM <b>122.95</b>
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A 1349



CATEGORY	A	B	C	D
LNNAV MDA	380-1	366 (400-1)	380-1 1/4	366 (400-1 1/4)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1 1/2 465 (500-1 1/2)	580-2 565 (600-2)

REIL Rwy 5 and 23  
MIRL Rwy 5-23  
HIRL Rwy 15-33



APP CRS <b>229°</b>	Rwy Idg TDZE Apr Elev	<b>5200</b> <b>15</b> <b>15</b>
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# RNAV (GPS) RWY 23

LAKE CHARLES RGNL (LCH)

ASR DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1700 direct WINUP WP and hold.

ATIS  
**118.75**

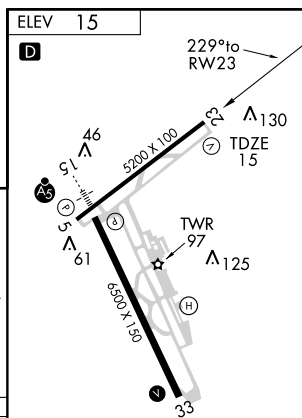
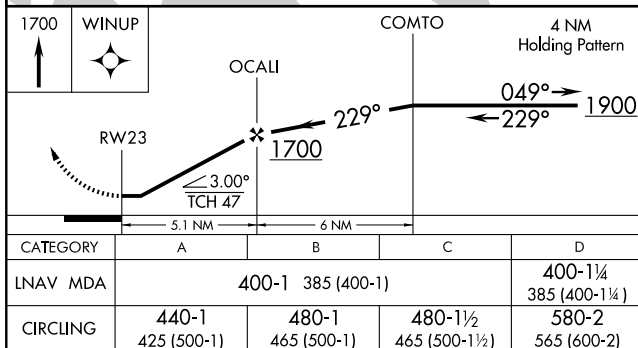
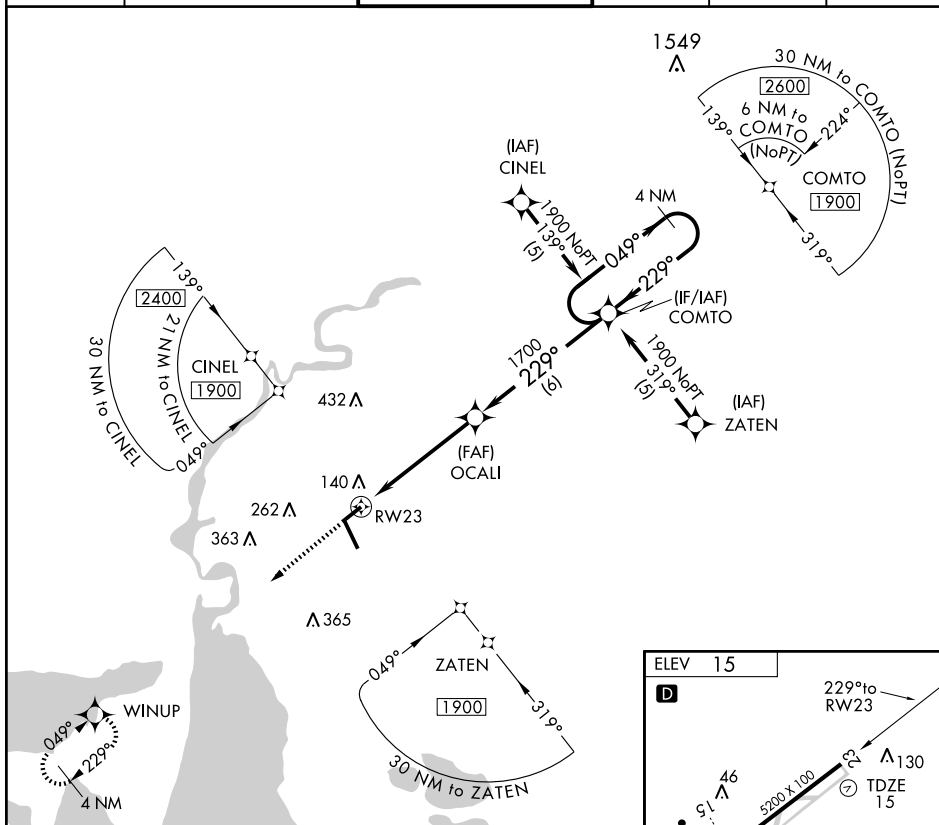
LAKE CHARLES APP CON\*  
**119.35 353.75**

LAKE CHARLES TOWER\*  
**120.7 (CTAF) 257.8**

GND CON  
**121.8**

CLNC DEL  
**126.25**

UNICOM  
**122.95**



REIL Rwy 5 and 23  
MIRL Rwy 5-23  
HIRL Rwy 15-33 1

WAAS CH <b>56215</b> <b>W33A</b>	APP CRS <b>332°</b>	Rwy Idg <b>6500</b> TDZE <b>12</b> Apt Elev <b>15</b>
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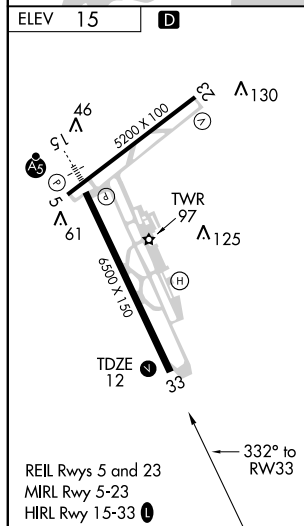
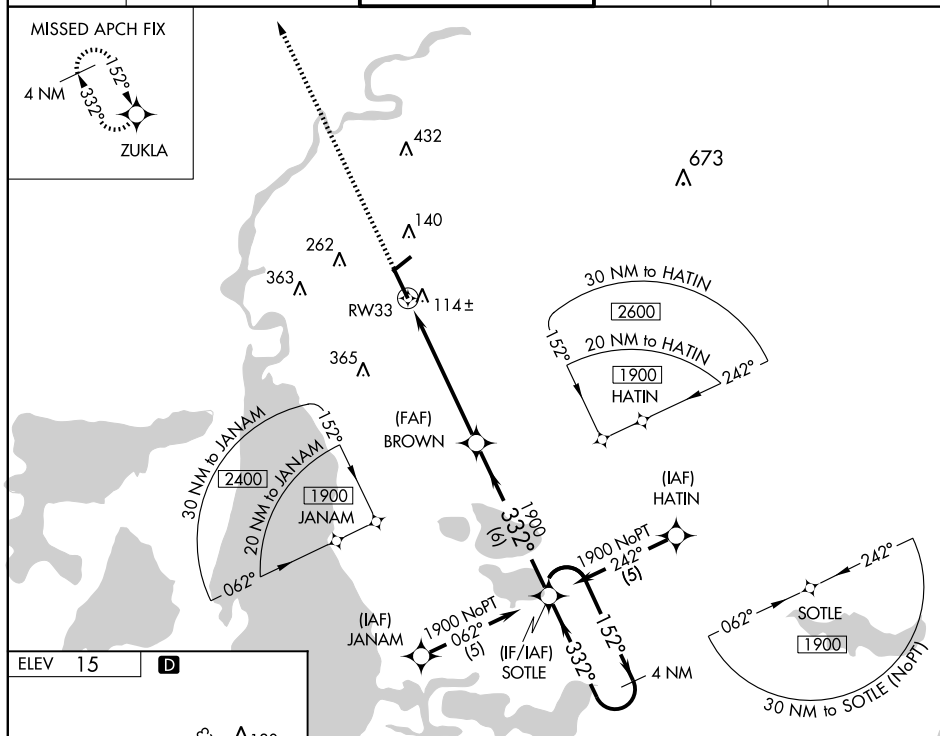
# RNAV (GPS) RWY 33

LAKE CHARLES RGNL (LCH)

ASR Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.  
Inoperative table does not apply to LNAV/VNAV and LNAV.

MISSED APPROACH: Climb to 1700  
direct ZUKLA and hold.

ATIS <b>118.75</b>	LAKE CHARLES APP CON* <b>119.35 353.75</b>	LAKE CHARLES TOWER* <b>120.7 (CTAF) 257.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>126.25</b>	UNICOM <b>122.95</b>
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1700	ZUKLA	BROWN	SOTLE	4 NM Holding Pattern
*LNAV only	*1 NM to RW33	332°	152°	1900
		1900		GS 3.00° TCH 50
	1 NM	4.7 NM	6 NM	
CATEGORY	A	B	C	D
LPV DA	270-1	258 (300-1)		
LNAV/VNAV DA	380-1¼	368 (400-1¼)		
LNAV MDA	380-1	368 (400-1)		380-1¼ 368 (400-1¼)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

VORTAC  
**113.4**  
Chan **81**

APP CRS  
**249°**

Rwy Idg  
TDZE  
Apt Elev

N/A  
N/A  
**15**

**VOR-A**

LAKE CHARLES RGNL (LCH)

▲ NA  
ASR

MISSSED APPROACH: Climb to 2000 via LCH R-249 to WASPY INT.

ATIS  
**118.75**

LAKE CHARLES APP CON\*  
**119.35 353.75**

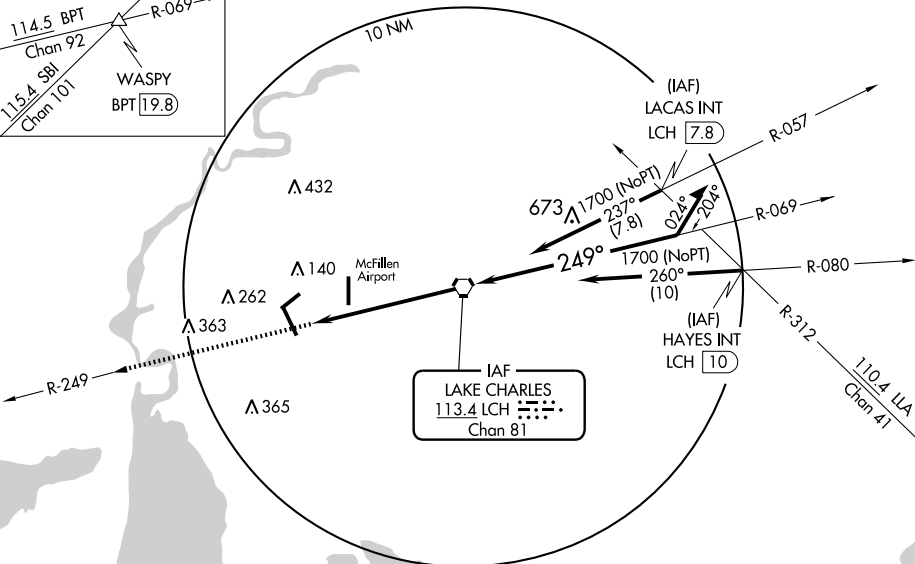
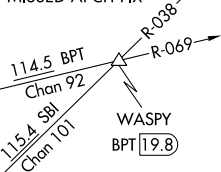
LAKE CHARLES TOWER\*  
**120.7** (CTAF) **1257.8**

GND CON  
**121.8**

CLNC DEL  
**126.25**

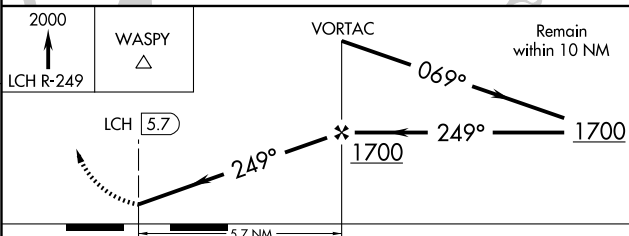
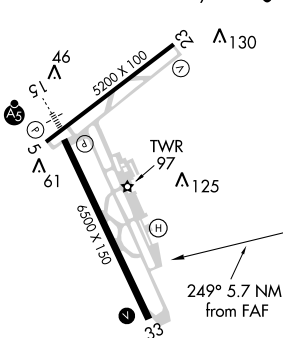
UNICOM  
**122.95**

MISSSED APCH FIX



ELEV **15**

REIL Rws 5 and 23  
MIRL Rwy 5-23  
HIRL Rwy 15-33



FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
CIRCUING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

LAKE CHARLES, LOUISIANA

Amdt 14 10266

LAKE CHARLES RGNL (LCH)

30°08'N-93°13'W

**VOR-A**

SC-4, 21 OCT 2010 to 18 NOV 2010



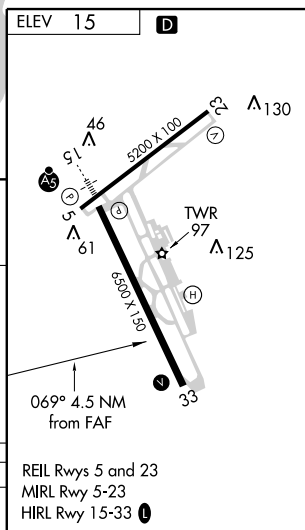
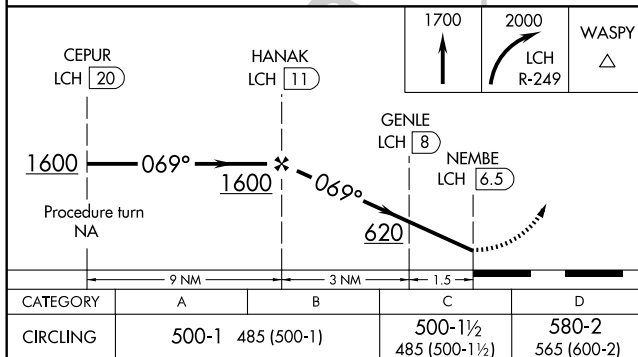
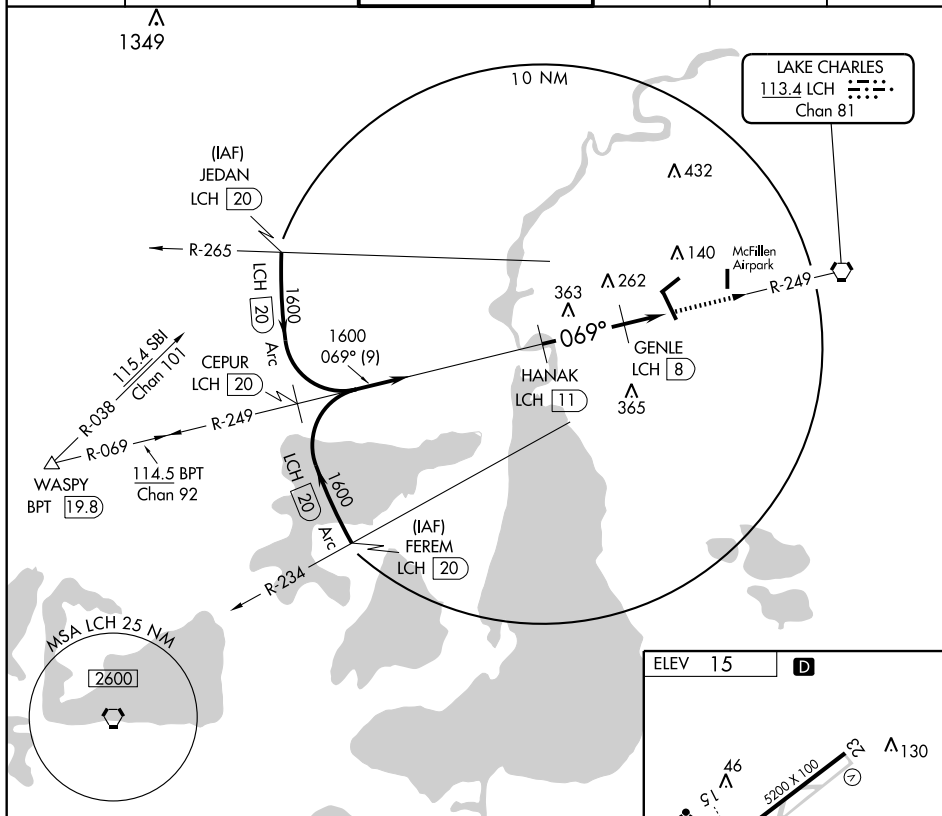
VORTAC LCH <b>113.4</b> Chan <b>81</b>	APP CRS <b>069°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>15</b>
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**VOR/DME-B**  
LAKE CHARLES RGNL (LCH)

NA  
ASR

MISSED APPROACH: Climb to 1700, then climbing right turn to 2000 via LCH R-249 to WASPY Int.

ATIS <b>118.75</b>	LAKE CHARLES APP CON* <b>119.35 353.75</b>	LAKE CHARLES TOWER* <b>120.7</b> (CTAF) <b>257.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>126.25</b>	UNICOM <b>122.95</b>
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LAKE CHARLES, LOUISIANA  
Amdt 8 10266

30°08'N-93°13'W

LAKE CHARLES RGNL (LCH)  
**VOR/DME-B**

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

**LAKE CHARLES RGNL** (LCH) 5 S UTC-6(-5DT) N30°07.57' W93°13.41'

HOUSTON

15 B S4 FUEL 100LL, JET A+ LRA ARFF Index See remarks NOTAM FILE LCH H-7D, L-21B, 22E, GOMW

RWY 15-33: H6500X150 (CONC-GRVD) S-100, D-145, 2S-175, 2D-260 HIRL IAP, AD

RWY 15: MALSR. PAPI(P4L)—GA 3.0° TCH 54'. Pole. Rgt tfc.

RWY 33: ODALS. VASI(V4L)—GA 3.0° TCH 50'.

RWY 05-23: H5200X100 (ASPH) S-70, D-90, 2S-114, 2D-140

MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 48'. Tree.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 47'. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 05: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

RWY 15: TORA-6500 TODA-6500 ASDA-6500 LDA-6500

RWY 23: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

RWY 33: TORA-6500 TODA-6500 ASDA-6500 LDA-6500

**AIRPORT REMARKS:** Attended 1100-0430Z. Birds on and in vicinity of arpt. Use extreme care construction on terminal ramp. PPR 8 hours for unscheduled air carrier ops, Class I, ARFF Index B svc available on request Mon-Fri 1400-2230Z except holidays call arpt manager 337-477-6051 ext 0. ARFF Index A avbl during air carrier ops. Control twr blind spot on Taxiway J. When twr clsd ACTIVATE MALSR Rwy 15, HIRL Rwy 15-33 and VASI Rwy 33—CTAF. MIRL Rwy 05-23 and VASI 23 off when twr closed. Rwy 15-33 south 900' grooved. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (337) 477-3371. LAWRs.**COMMUNICATIONS:** CTAF 120.7 ATIS 118.75 UNICOM 122.95

RCO 122.3 (DE RIDDER RADIO)

Ⓡ APP/DEP CON 119.35 (West) 119.8 (East) 119.75 (Offshore helicopter opr) (1200-0400Z) 119.75 OTS indef.

Ⓡ HOUSTON CENTER APP/DEP CON 124.7 (0400-1200Z)

TOWER 120.7 (1200-0400Z) GND CON 121.8 CLNC DEL 126.25

**AIRSPACE:** CLASS D svc 1200-0400Z other times CLASS E.

TRSA svc ctc APP CON within 30 NM.

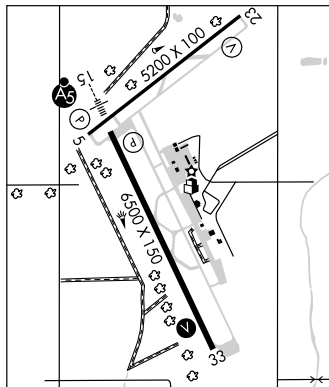
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LCH.

(H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 254° 6.2 NM to fld. 20/7E.

KEYLI NDB (LOM) 353 LC N30°11.58' W93°15.79' 150° 4.5 NM to fld. Unmonitored when twr closed.

ILS/DME 109.1 I-LCH Chan 28 Rwy 15. LOM KEYLI NDB. ILS unmonitored when twr closed.

ASR (1200-0400Z)

**LAKEFRONT** (See NEW ORLEANS)**LAKE PROVIDENCE** N32°49.84' W91°11.41' NOTAM FILE DRI.

MEMPHIS

NDB (MHW) 278 BLE at Byerley. OTS indef. SHUTDOWN.

L-18F

**LAKE PROVIDENCE****BYERLEY** (ØM8) 2 N UTC-6(-5DT) N32°49.55' W91°11.26'

MEMPHIS

106 B NOTAM FILE DRI

L-18F

RWY 17-35: H3196X75 (ASPH) S-4 MIRL

IAP

RWY 17: REIL. Thld dsplcd 175'. Road.

RWY 35: SAVASI(S2L)—GA 3.6° TCH 18'. Thld dsplcd 530'. Trees.

**AIRPORT REMARKS:** Unattended. Rwy 17 dsplcd thld markings NSTD, no arrows or chevrons. Rwy 35 dsplcd thld markings incomplete—no arrows/chevrons. No hold short line east side of Rwy 35. West apron gravel and potholes. Dsplcd thld lgts OTS indef. Rwy 17-35 MIRL OTS indef. REIL Rwy 17 OTS indef. Rotating bcn OTS indef.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41' W90°58.98' 190° 43.0 NM to fld. 130/4E.

LAKE PROVIDENCE NDB (MHW) 278 BLE N32°49.84' W91°11.41' at fld. NOTAM FILE DRI. OTS indef.

SHUTDOWN.

APP CRS	Rwy Idg	<b>3021</b>
<b>172°</b>	TDZE	<b>106</b>
	Apt Elev	<b>106</b>

# RNAV (GPS) RWY 17

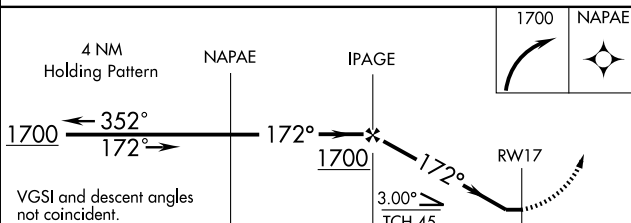
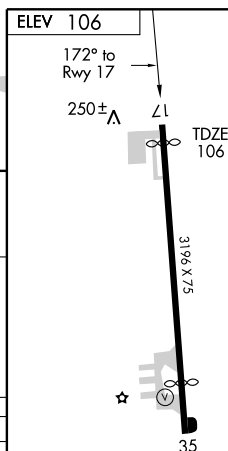
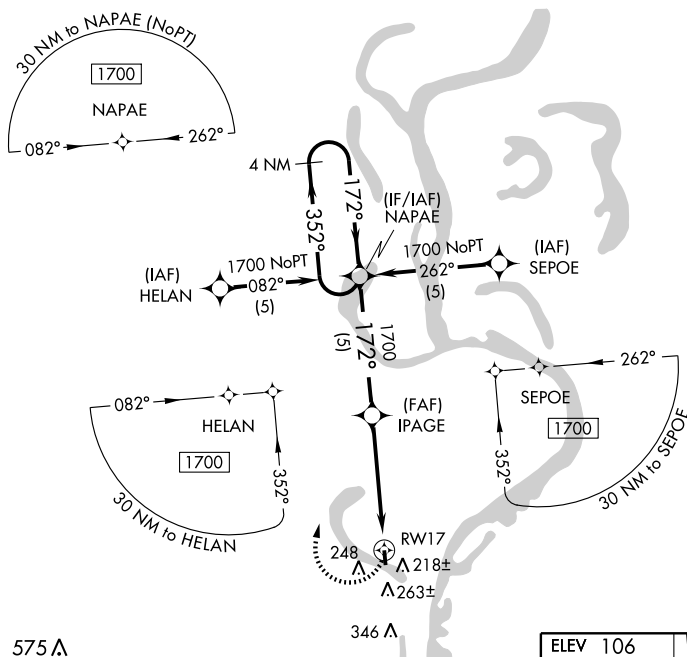
LAKE PROVIDENCE/BYERLEY (0M8)

**▼** Use Vicksburg Tallulah Regional altimeter setting.  
**▲ NA** GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

**MISSED APPROACH:** Climbing right turn to 1700 direct NAPAE WP and hold.

MEMPHIS CENTER  
**132.5 259.1**

CTAF  
**122.9**



CATEGORY	A	B	C	D
RNAV MDA	540-1	434 (500-1)	540-1½ 434 (500-1½)	NA
CIRCLING	700-1	594 (600-1)	700-1½ 594 (600-1½)	NA

REIL Rwy 17  
 MIRL Rwy 17-35

**LEESVILLE** (L39) 4 W UTC-6(-5DT) N31°10.09' W93°20.55'

282 B FUEL 100LL, JET A NOTAM FILE DRI

RWY 18-36: H3807X75 (ASPH) S-12 MIRL 0.4% up N

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Tree.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Tree.

**AIRPORT REMARKS:** Attended 1400-2200Z. Fuel avbl 24 hrs with credit card. Wildlife on and invof arpt. 15 ft terrain drop E side of Rwy 18-36. Rwy 18-36 W side 10-15 ft rise 120 ft off centerline full length. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ POLK APP/DEP CON 123.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40'

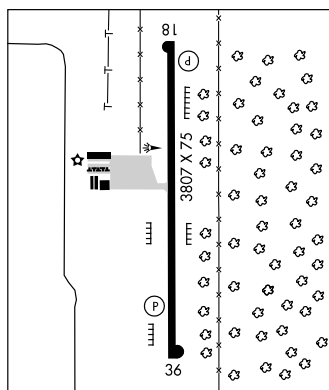
W92°30.06' 260° 43.6 NM to fld. 80/3E. HIWAS.

NDB (MHW) 247 VED N31°06.14' W93°20.52' 356° 3.9 NM to fld. NOTAM FILE DRI. Monitored dalgt hrs only.

HOUSTON

L-21B, 22E

IAP



**LEEVILLE** N29°10.51' W90°06.24' NOTAM FILE DRI.

(H) VORTAC 113.5 LEV Chan 82 331° 17.9 NM to South LaFourche Leonard Miller Jr. 02/2E.

RCO 122.1R 113.5T (DE RIDDER RADIO)

NEW ORLEANS

H-7E, 8F, L-21B, 22E, GOMC

**LE GROS MEM** (See CROWLEY)

**LE MAIRE MEM** (See JEANERETTE)

**LOUIS ARMSTRONG NEW ORLEANS INTL** (See NEW ORLEANS)

**LOUISIANA RGNL** (See GONZALES)

**MAGNOLIA** GBK N27°12.23' W92°12.15'

AWOS-3 118.825

L-21B, GOMC, GOMW

## MANSFIELD

**CE 'RUSTY' WILLIAMS** (3F3) 3 NW UTC-6(-5DT) N32°04.41' W93°45.93'

324 B S4 FUEL 100LL, JET A NOTAM FILE DRI

RWY 18-36: H4500X100 (ASPH) S-12 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.5° TCH 58'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z, Sat-Sun irregularly. Parachute Jumping. Rwy 18-36 numerous cracks in rwy, surface rough. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ SHREVEPORT APP/DEP CON 119.9 (1200-0600Z) 121.4 (0600-1200Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SHV.

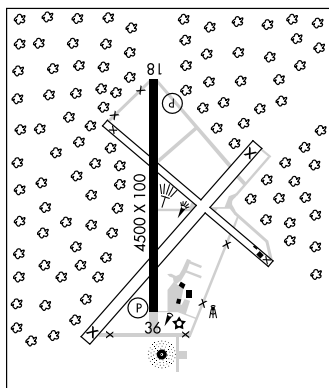
BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28' W93°48.60' 170° 41.9 NM to fld. 190/7E.

MANSFIELD NDB (MHW) 414 MSD N32°03.86' W93°45.87' at fld. NOTAM FILE DRI. Unmonitored.

MEMPHIS

L-17E

IAP



**MANSFIELD** N32°03.86' W93°45.87' NOTAM FILE DRI.

NDB (MHW) 414 MSD at CE 'Rusty' Williams. Unmonitored.

MEMPHIS

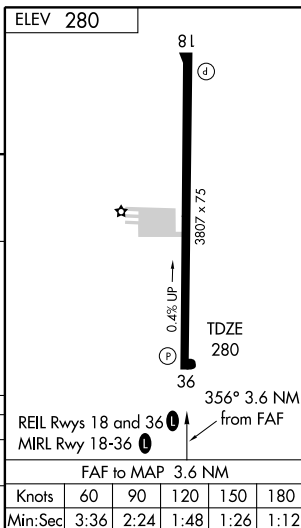
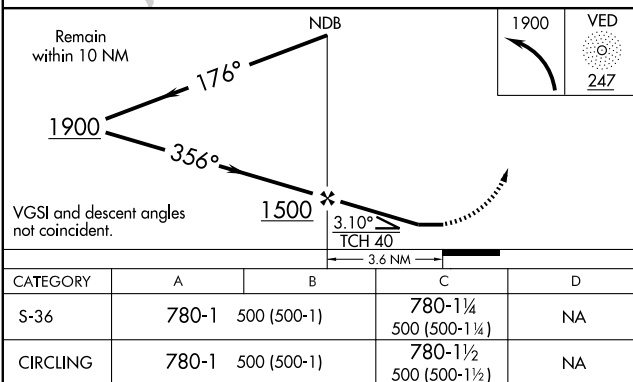
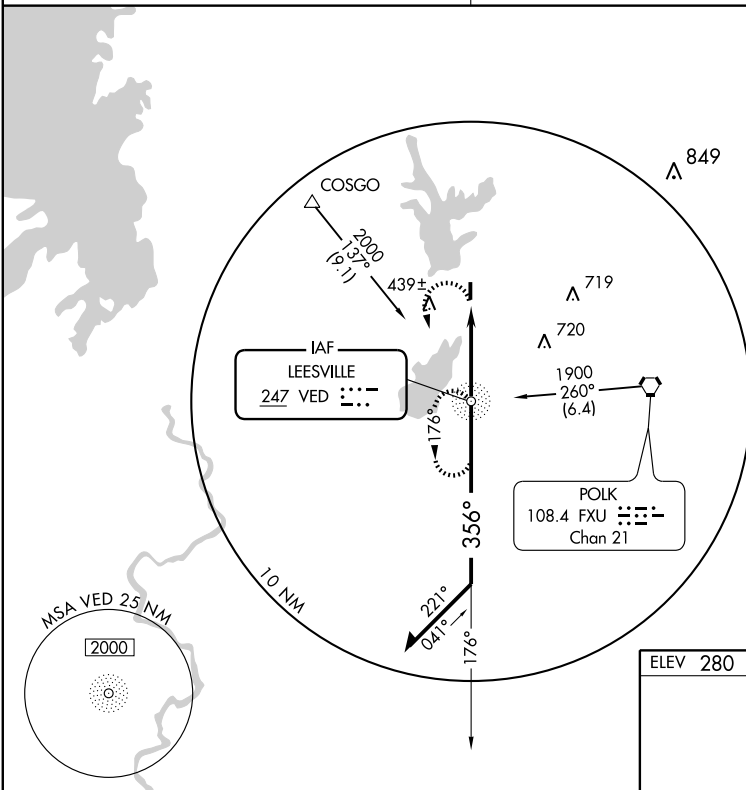
L-17E

NDB VED <b>247</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>3807</b> <b>280</b> <b>280</b>
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**NDB RWY 36**

LEESVILLE (L39)

▲ NA Use Polk AAF altimeter setting.

MISSED APPROACH: Climbing left turn to 1900 direct  
VED NDB and hold.POLK APP CON  
**123.7 254.8**UNICOM  
**122.8 (CTAF) 0**

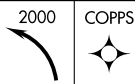
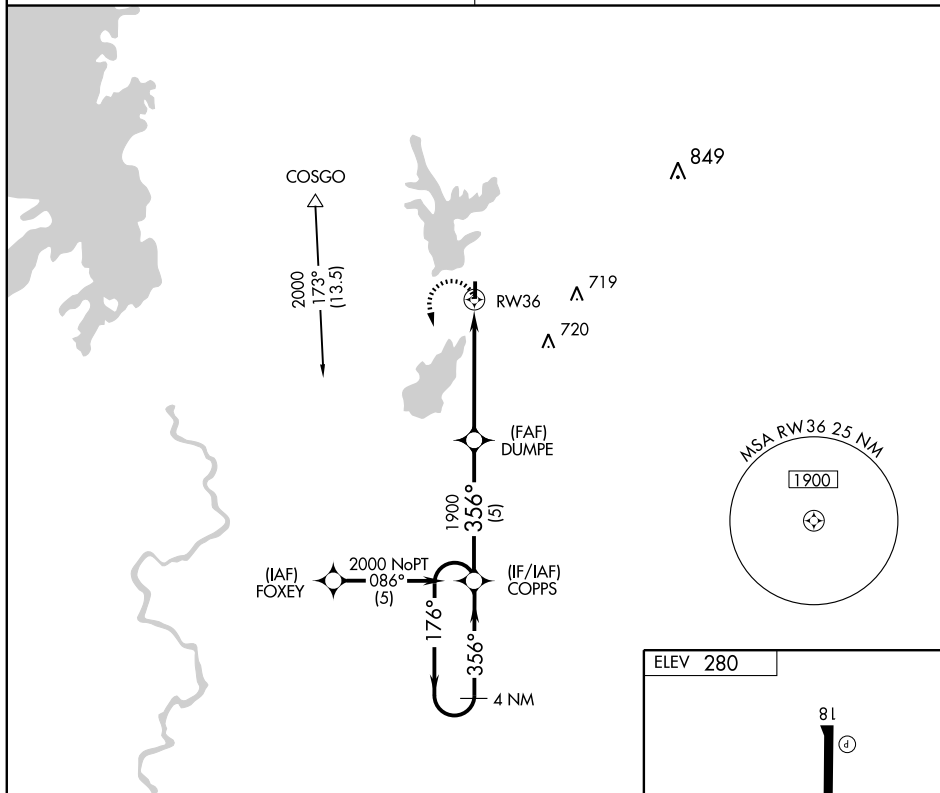
APP CRS  
**356°**Rwy Idg **3807**  
TDZE **280**  
Apt Elev **280**

RNAV (GPS) RWY 36

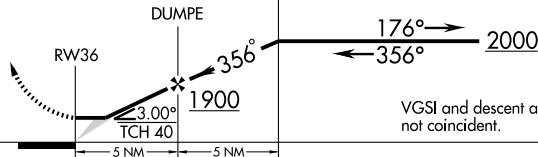
LEESVILLE (L39)

**A** NA Use Polk AAF altimeter setting.  
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct COPPS and hold.

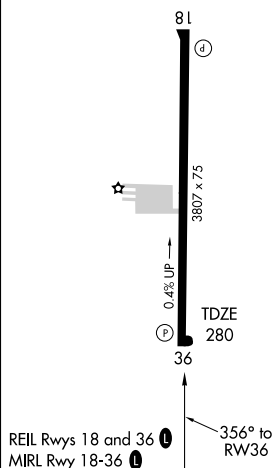
POLK APP CON  
**123.7 254.8**UNICOM  
**122.8 (CTAF) 0**

COPPS

4 NM  
Holding PatternVGSI and descent angles  
not coincident.

CATEGORY	A	B	C	D
RNAV MDA	720-1	440 (500-1)	720-1½ 440 (500-1½)	NA
CIRCLING	760-1 480 (500-1)	780-1 500 (500-1)	780-1½ 500 (500-1½)	NA

ELEV 280

REIL Rwy 18 and 36 0  
MIRL Rwy 18-36 0356° to  
RWY 36

**LEESVILLE** (L39) 4 W UTC-6(-5DT) N31°10.09' W93°20.55'

282 B FUEL 100LL, JET A NOTAM FILE DRI

RWY 18-36: H3807X75 (ASPH) S-12 MIRL 0.4% up N

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Tree.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Tree.

**AIRPORT REMARKS:** Attended 1400-2200Z†. Fuel avbl 24 hrs with credit card. Wildlife on and invof arpt. 15 ft terrain drop E side of Rwy 18-36. Rwy 18-36 W side 10-15 ft rise 120 ft off centerline full length. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ POLK APP/DEP CON 123.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40'

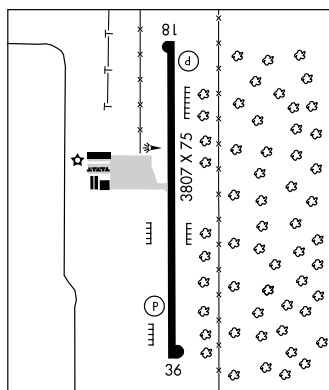
W92°30.06' 260° 43.6 NM to fld. 80/3E. HIWAS.

NDB (MHW) 247 VED N31°06.14' W93°20.52' 356° 3.9 NM to fld. NOTAM FILE DRI. Monitored dalgt hrs only.

HOUSTON

L-21B, 22E

IAP



**LEEVILLE** N29°10.51' W90°06.24' NOTAM FILE DRI.

(H) VORTAC 113.5 LEV Chan 82 331° 17.9 NM to South LaFourche Leonard Miller Jr. 02/2E.

RCO 122.1R 113.5T (DE RIDDER RADIO)

NEW ORLEANS

H-7E, 8F, L-21B, 22E, GOMC

**LE GROS MEM** (See CROWLEY)

**LE MAIRE MEM** (See JEANERETTE)

**LOUIS ARMSTRONG NEW ORLEANS INTL** (See NEW ORLEANS)

**LOUISIANA RGNL** (See GONZALES)

**MAGNOLIA** GBK N27°12.23' W92°12.15'

AWOS-3 118.825

L-21B, GOMC, GOMW

## MANSFIELD

**CE 'RUSTY' WILLIAMS** (3F3) 3 NW UTC-6(-5DT) N32°04.41' W93°45.93'

324 B S4 FUEL 100LL, JET A NOTAM FILE DRI

RWY 18-36: H4500X100 (ASPH) S-12 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.5° TCH 58'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat-Sun irregularly. Parachute Jumping. Rwy 18-36 numerous cracks in rwy, surface rough. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ SHREVEPORT APP/DEP CON 119.9 (1200-0600Z†) 121.4 (0600-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SHV.

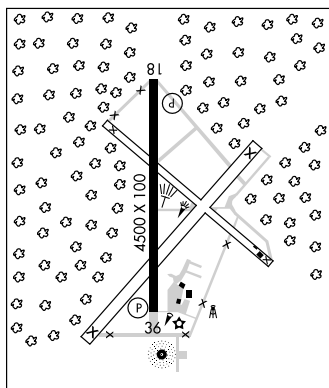
BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28' W93°48.60' 170° 41.9 NM to fld. 190/7E.

MANSFIELD NDB (MHW) 414 MSD N32°03.86' W93°45.87' at fld. NOTAM FILE DRI. Unmonitored.

MEMPHIS

L-17E

IAP



**MANSFIELD** N32°03.86' W93°45.87' NOTAM FILE DRI.

NDB (MHW) 414 MSD at CE 'Rusty' Williams. Unmonitored.

MEMPHIS

L-17E

NDB MSD <b>414</b>	APP CRS <b>175°</b>	Rwy Idg TDZE Apt Elev	<b>4500</b> <b>320</b> <b>324</b>
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**NDB RWY 18**

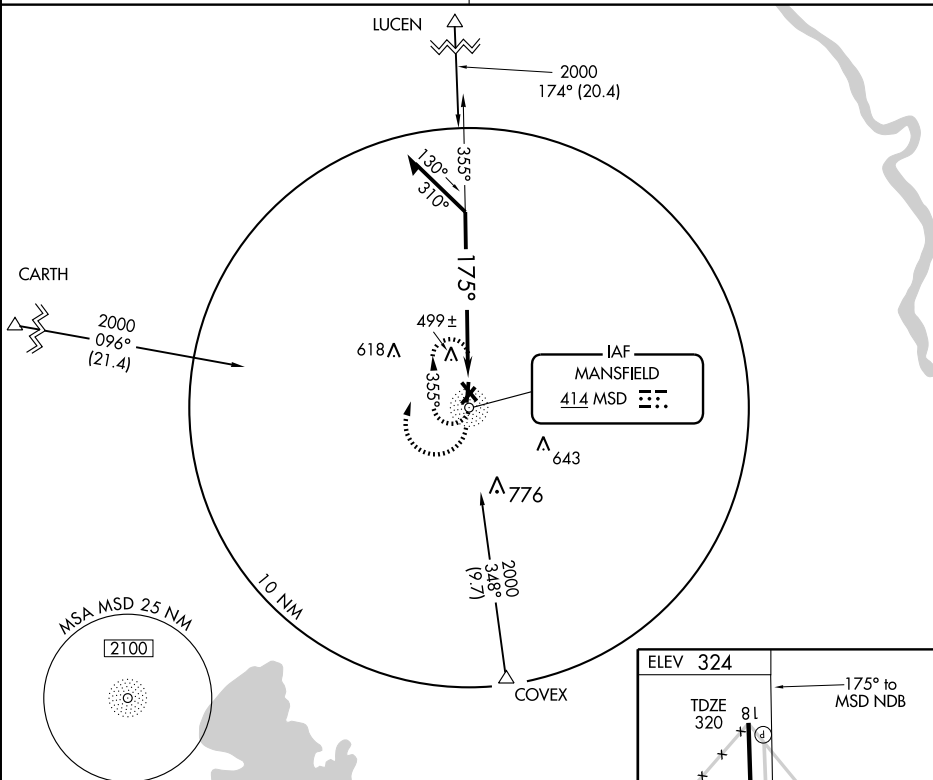
MANSFIELD/C E 'RUSTY' WILLIAMS (3F'3)

**▲** NA Use Shreveport Regional altimeter setting.

MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 direct MSD NDB and hold.

SHREVEPORT APP CON ★  
**119.9 335.55**

UNICOM  
**122.8 (CTAF) 0**



Remain  
within 10 NM

**2000**

NDB

355°

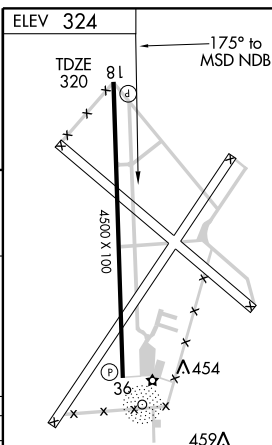
175°

1200

2000

MSD

414



MIRL Rwy 18-36 **0**  
REIL Rwy 18 and 36 **0**



APP CRS  
**182°**Rwy ldg **4500**  
TDZE **320**  
Apt Elev **324****RNAV (GPS) RWY 18**

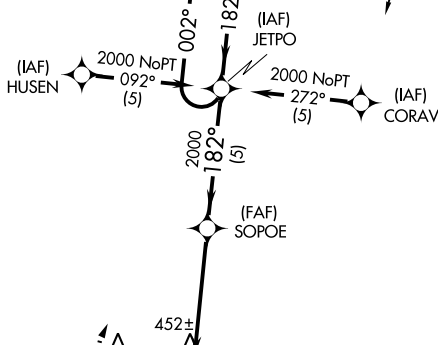
MANSFIELD / C E 'RUSTY' WILLIAMS (3F3)

Use Shreveport Regional altimeter setting.  
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.MISSED APPROACH: Climbing right turn to 2000 direct  
JETPO WP and hold.SHREVEPORT APP CON ★  
**119.9 335.55**UNICOM  
**122.8 (CTAF) 0**Procedure NA for arrival at CARTH on V13 southwest bound, V114 northwest bound.  
Procedure NA for arrival on EMG VORTAC airway radials 131 CW 251.

△ 1049

ELM GROVE  
EMG

4 NM



CARTH

MSA RW 18 25 NM

2100

△ 643

△ 776

2000

JETPO

SOPOE

JETPO

4 NM  
Holding Pattern

RW18

182°

2000

≤ 3.00°  
TCH 45

5.2 NM

5 NM

002° →

182°

2000

VGSi and descent angles  
not coincident.

CATEGORY

A

B

C

D

LNAV MDA

780-1

460 (500-1)

780-1½

460 (500-1½)

NA

CIRCLING

880-1

556 (600-1)

880-1½

556 (600-1½)

NA

ELEV 324

182° to  
RW18

81

4

TDZE  
320

4500 X 100

36

P

△ 454

459A

MIRL Rwy 18-36 0

REIL Rwy 18 and 36 0

## MANY

**HART** (3R4) 2 SW UTC-6(-5DT) N31°32.67' W93°29.16'

319 B FUEL 100LL NOTAM FILE DRI

RWY 12-30: H4402X75 (ASPH) S-6 MIRL 0.3% up NW

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 01-19: 1822X75 (TURF)

RWY 01: Trees. RWY 19: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z $\pm$ . Self svc fuel avbl after hrs with credit card. Rwy 01-19 CLOSED indef. MIRL Rwy 12-30, REIL Rwy 12 and Rwy 30 preset low ints dusk to dawn to incr ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

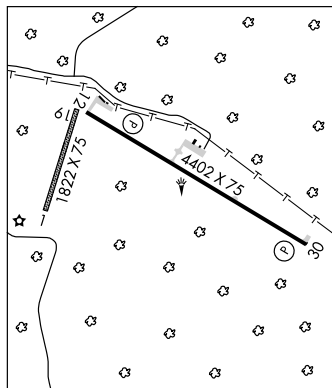
Ⓡ POLK APP/DEP CON 123.7

GCO 135.075 (POLK APCH and DE RIDDER FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 286° 53.4 NM to fld. 80/3E. HIWAS.

MANY NDB (MHW) 272 MMY N31°34.28' W93°32.49' 115° 3.3 NM to fld. NOTAM FILE DRI. SHUTDOWN.



HOUSTON  
L-22E  
IAP

**MANY** N31°34.28' W93°32.49' NOTAM FILE DRI.

NDB (MHW) 272 MMY 115° 3.3 NM to Hart. SHUTDOWN.

HOUSTON  
L-17B

**MANY** N31°33.81' W93°26.74'

RCO 122.15 (DE RIDDER RADIO)

HOUSTON  
L-22E

**MARKSVILLE MUNI** (MKV) 1 S UTC-6(-5DT) N31°05.68' W92°04.14'

79 B FUEL 100LL NOTAM FILE DRI

RWY 04-22: H3799X75 (ASPH) S-19 MIRL

RWY 04: SAVASI(S2L)—GA 3.5° TCH 18'. Trees.

RWY 22: SAVASI(S2L)—GA 3.5° TCH 18'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2000Z $\pm$ . Fuel avbl 24 hrs with credit card. Rwy 04-22 CLOSED to acft 12,500 lbs and over. North ramp clsd to all traffic and parking indef. Rwy 04 SAVASI OTS indef. Rwy 22 SAVASI OTS indef. MIRL Rwy 04-22 preset low ints, to increase ints ACTIVATE—122.8.

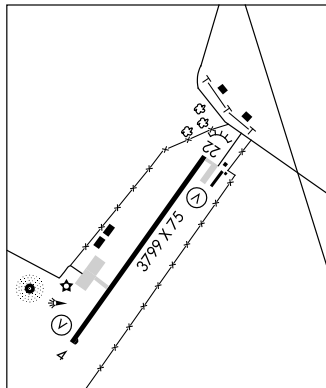
**COMMUNICATIONS:** CTAF 122.9

Ⓡ POLK APP/DEP CON 125.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.04' 110° 24.3 NM to fld. 80/3E. HIWAS.

NDB (MHW) 347 MKV N31°05.68' W92°04.36' at fld. NOTAM FILE DRI.



HOUSTON  
L-21B, 22E  
IAP

**MATTERHORN** MMG N28°44.53' W88°49.53'

AWOS-3 118.475

L-21C, GOMC

## MELVILLE

**PETE ANTIE MUNI HELIPORT** (7L9) 0 N UTC-6(-5DT) N30°41.66' W91°44.78'

30 NOTAM FILE DRI

HELIPAD H1: H40X30 (CONC)

**HELIPORT REMARKS:** Unattended. For perimeter lgts call 337-623-4226.

**COMMUNICATIONS:** CTAF 122.9

HOUSTON  
COPTER

WAAS CH <b>78015</b> <b>W12A</b>	APP CRS <b>117°</b>	Rwy Idg <b>4402</b> TDZE <b>319</b> Apt Elev <b>319</b>
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AL-6220 (FAA)

RNAV (GPS) RWY 12

MANY/ HART (3R4)

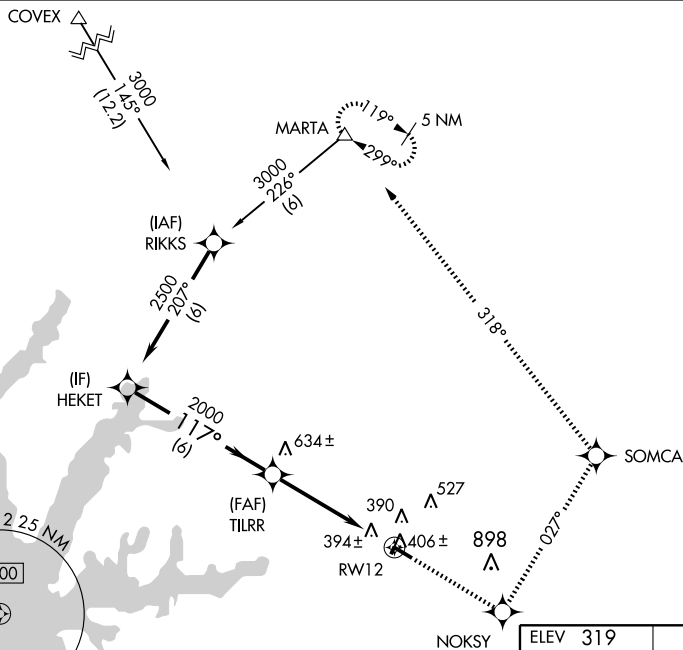
▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Procedure NA at night.  
 ▲ NA Visibility reduction by helicopters NA. Use Fort Polk altimeter setting;  
 when not received, use Natchitoches altimeter setting and increase  
 all DA 2 feet and all MDA 20 feet, increase LPV visibility all Cats ¼  
 mile, and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct NOKSY  
 and left turn via track 027° to SOMCA and left turn  
 via track 318° to MARTA and hold.

POLK APP CON

**123.7 254.8**

UNICOM

**122.8 (CTAF) 0**

HEKET

**2500**

Procedure  
Turn  
NA  
GS 3.00°  
TCH 50

4500

NOKSY

trk 027°

SOMCA

trk 318°

MARTA

TILRR

**2000**

RWY 12

6 NM

5.1 NM

CATEGORY	A	B	C	D
LPV DA	713-1¼	394 (400-1¼)		NA
LNAV/ VNAV DA	765-1½	446 (500-1½)		NA
LNAV MDA	820-1 501 (600-1)	820-1½ 501 (600-1½)		NA
CIRCLING	900-1 581 (600-1)	900-1½ 581 (600-1½)		NA

ELEV 319

117° to RWY 12

TDZE 319

1822 X 75

4402 X 75

0.3% UP

REIL Rwy 12 and 30 0

MIRL Rwy 12-30 0

APP CRS <b>282°</b>	Rwy Idg <b>4402</b> TDZE <b>311</b> Apt Elev <b>319</b>
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AL-6220 (FAA)

**RNAV (GPS) RWY 30**

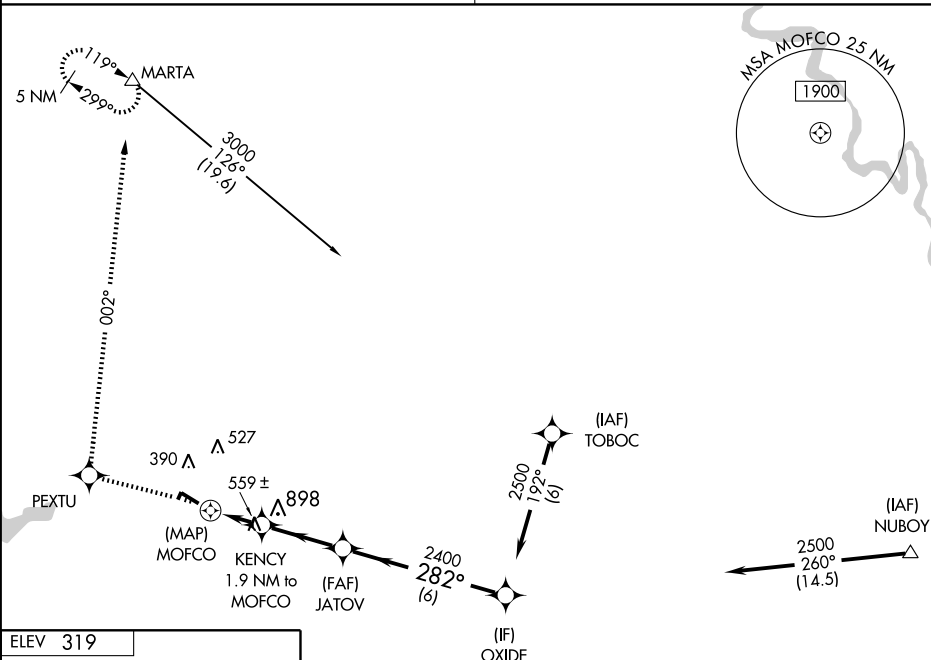
MANY/HART (3R4)

**▽** DME/DME RNP-0.3 NA. Procedure NA at night.  
**Δ** NA Visibility reduction by helicopters NA.  
 Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all MDA 20 feet and increase LNAV and Circling Cat C visibility ¼ mile.

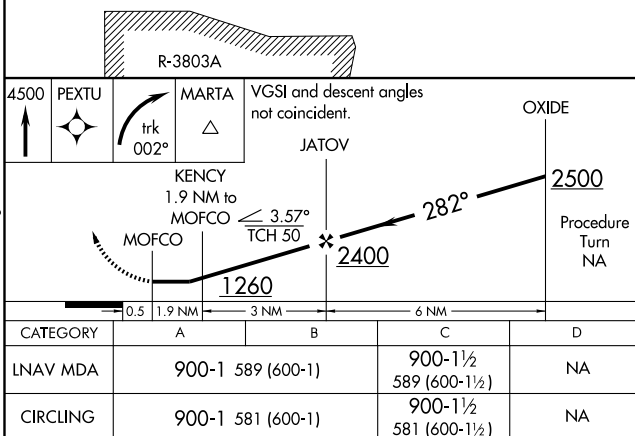
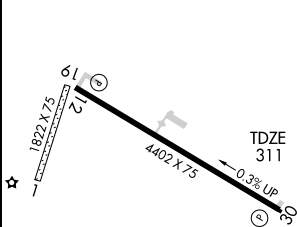
**MISSED APPROACH:** Climb to 4500 direct PEXTU and right turn via track 002° to MARTA and hold, continue climb in hold to 4500.

POLK APP CON  
**123.7 254.8**

UNICOM  
**122.8 (CTAF) 0**



ELEV 319



REIL Rwy 12 and 30 0

MIRL Rwy 12-30 0

MANY, LOUISIANA

Orig 10154

31°33'N - 93°29'W

MANY/HART (3R4)

**RNAV (GPS) RWY 30**

SC-4, 21 OCT 2010 to 18 NOV 2010

## MANY

**HART** (3R4) 2 SW UTC-6(-5DT) N31°32.67' W93°29.16'

319 B FUEL 100LL NOTAM FILE DRI

RWY 12-30: H4402X75 (ASPH) S-6 MIRL 0.3% up NW

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 01-19: 1822X75 (TURF)

RWY 01: Trees. RWY 19: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z $\pm$ . Self svc fuel avbl after hrs with credit card. Rwy 01-19 CLOSED indef. MIRL Rwy 12-30, REIL Rwy 12 and Rwy 30 preset low ints dusk to dawn to incr ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

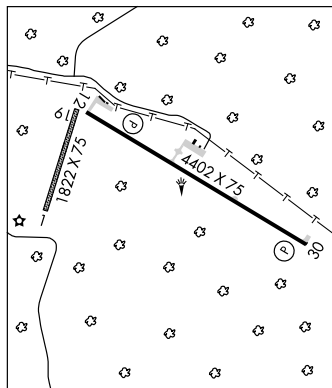
Ⓡ POLK APP/DEP CON 123.7

GCO 135.075 (POLK APCH and DE RIDDER FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 286° 53.4 NM to fld. 80/3E. HIWAS.

MANY NDB (MHW) 272 MMY N31°34.28' W93°32.49' 115° 3.3 NM to fld. NOTAM FILE DRI. SHUTDOWN.



HOUSTON  
L-22E  
IAP

**MANY** N31°34.28' W93°32.49' NOTAM FILE DRI.

NDB (MHW) 272 MMY 115° 3.3 NM to Hart. SHUTDOWN.

HOUSTON  
L-17B

**MANY** N31°33.81' W93°26.74'

RCO 122.15 (DE RIDDER RADIO)

HOUSTON  
L-22E

**MARKSVILLE MUNI** (MKV) 1 S UTC-6(-5DT) N31°05.68' W92°04.14'

79 B FUEL 100LL NOTAM FILE DRI

RWY 04-22: H3799X75 (ASPH) S-19 MIRL

RWY 04: SAVASI(S2L)—GA 3.5° TCH 18'. Trees.

RWY 22: SAVASI(S2L)—GA 3.5° TCH 18'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2000Z $\pm$ . Fuel avbl 24 hrs with credit card. Rwy 04-22 CLOSED to acft 12,500 lbs and over. North ramp clsd to all traffic and parking indef. Rwy 04 SAVASI OTS indef. Rwy 22 SAVASI OTS indef. MIRL Rwy 04-22 preset low ints, to increase ints ACTIVATE—122.8.

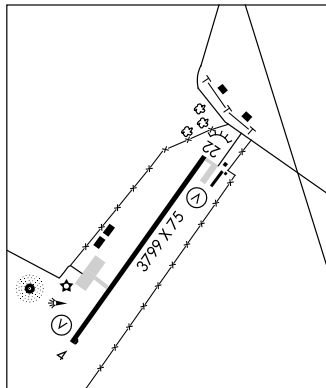
**COMMUNICATIONS:** CTAF 122.9

Ⓡ POLK APP/DEP CON 125.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.04' 110° 24.3 NM to fld. 80/3E. HIWAS.

NDB (MHW) 347 MKV N31°05.68' W92°04.36' at fld. NOTAM FILE DRI.



HOUSTON  
L-21B, 22E  
IAP

**MATTERHORN** MMG N28°44.53' W88°49.53'

AWOS-3 118.475

L-21C, GOMC

## MELVILLE

**PETE ANTIE MUNI HELIPORT** (7L9) 0 N UTC-6(-5DT) N30°41.66' W91°44.78'

30 NOTAM FILE DRI

HELIPAD H1: H40X30 (CONC)

**HELIPORT REMARKS:** Unattended. For perimeter lgts call 337-623-4226.

**COMMUNICATIONS:** CTAF 122.9

HOUSTON  
COPTER

NDB MKV <b>347</b>	APP CRS <b>040°</b>	Rwy Idg TDZE Apt Elev <b>3799</b> <b>77</b> <b>79</b>
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# NDB RWY 4

MARKSVILLE MUNI (MKV)

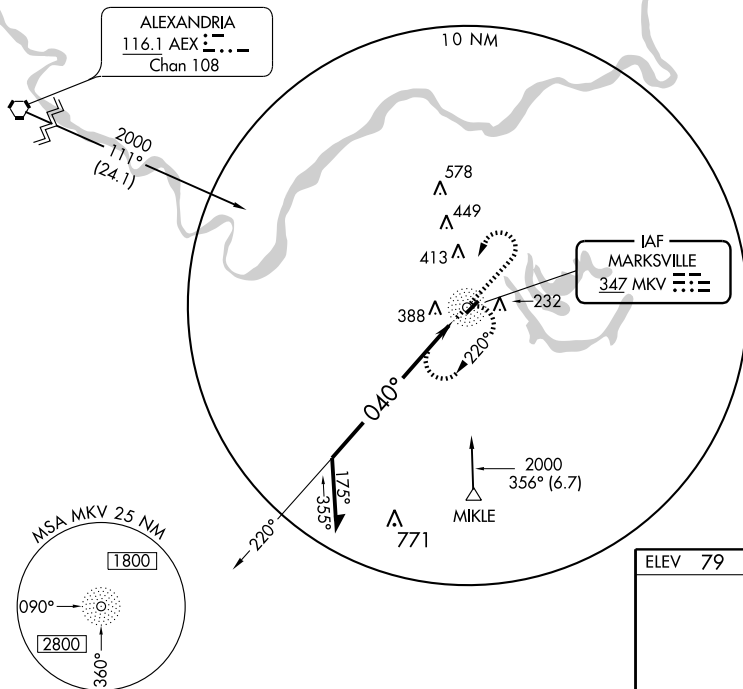
**▲ NA** Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

MISSED APPROACH: Climb to 2000 then left turn direct MKV NDB and hold.

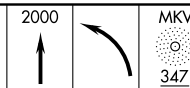
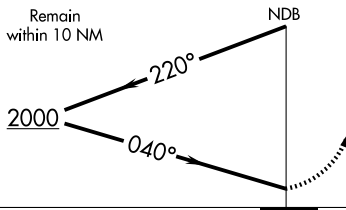
POLK APP CON  
**125.4 302.2**

CTAF  
**122.9**

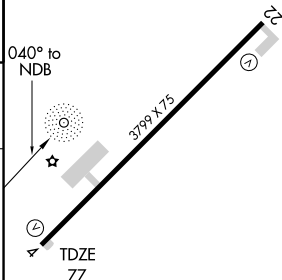
**122.8**



Remain  
within 10 NM



ELEV 79



MIRL Rwy 4-22

CATEGORY	A	B	C	D
S-4	1020-1¼	943 (1000-1¼)	NA	
CIRCLING	1020-1¼	941 (1000-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

APP CRS  
**043°**

Rwy Idg **3799**  
TDZE **77**  
Apt Elev **79**

# RNAV (GPS) RWY 4

MARKSVILLE MUNI (MKV)



DME/DME RNP-0.3 NA. Use Esler Rgnl altimeter setting.  
If not received, use Alexandria Intl. altimeter setting.  
When neither is received, procedure not authorized.

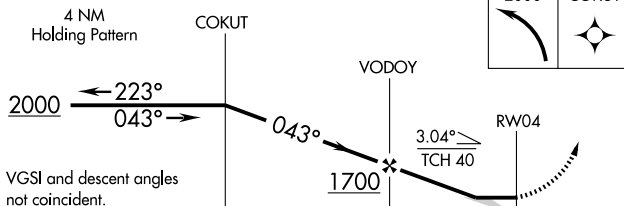
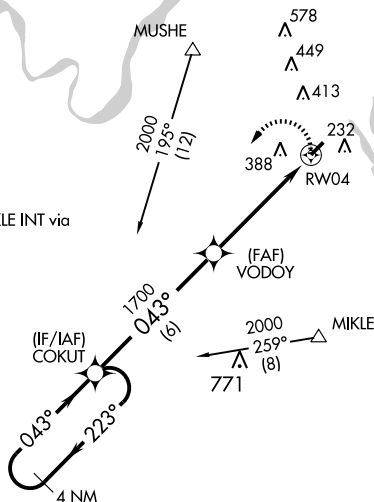
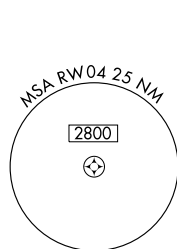
MISSED APPROACH: Climbing left turn to 2000  
direct COKUT and hold.

POLK APP CON  
**125.4 302.2**

CTAF  
**122.9**

**122.8 0**

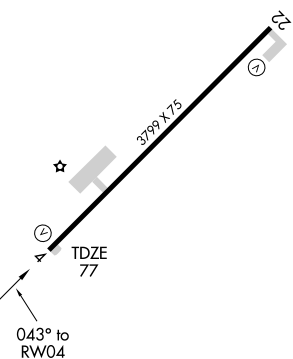
Procedure NA for arrivals at MIKLE INT via  
V144 southeast bound.



VGSi and descent angles  
not coincident.

CATEGORY	A	B	C	D
LNNAV MDA	680-1	603 (700-1)	NA	NA
CIRCLING	760-1	681 (700-1)	NA	NA

ELEV 79



MIRL Rwy 4-22 0

VORTAC  
**116.1**  
Chan **108**

APP CRS  
**110°**

Rwy Idg	N/A
TDZE	N/A
Apt Elev	79

N/A  
N/A  
79

VOR/DME-A  
MARKSVILLE MUNI (MKV)

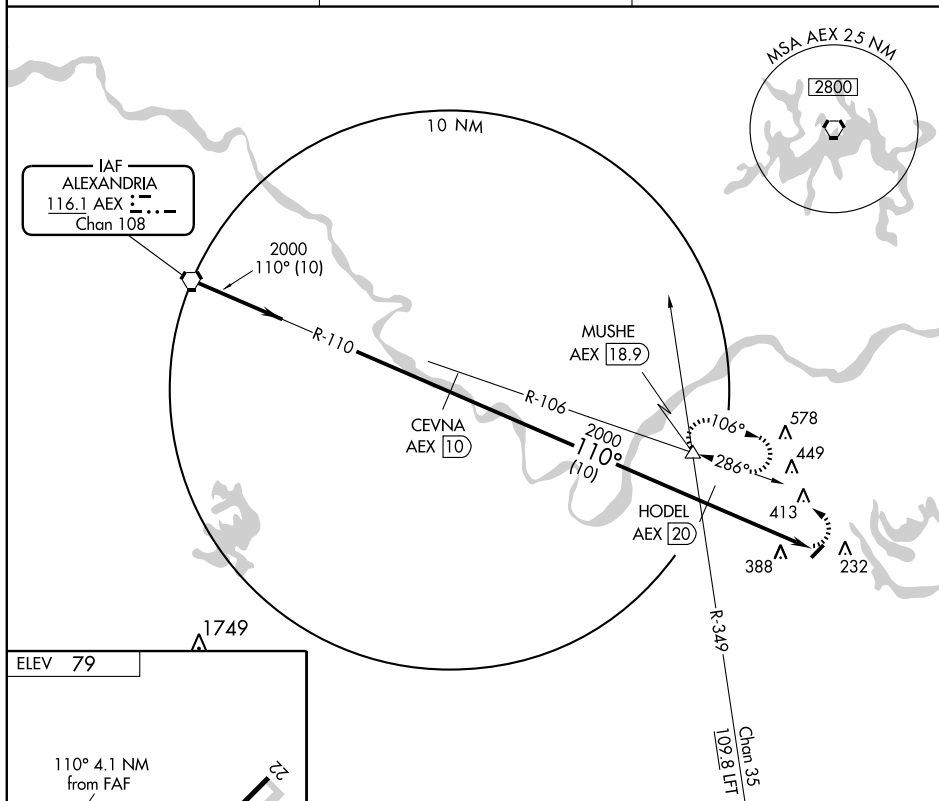
**A NA** Use Esler Kgnl altimeter setting. When not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

**MISSED APPROACH:** Climbing left turn to 4000 via AEX R-106 to MUSHE Int/AEX 18.9 DME and hold.

POLK APP CON  
125.4 302.2

CTAF  
122.9

122.8 L



ELEV 79

110° 4.1 NM  
from FAF

MIRL Rwy 4-22 **L**

### Procedure

#### Turn NA

CEVNA  
AEX 10

2000

HODEL  
AEX 20

\_\_\_\_\_

4000



AEX R-1C

MUSHE

△

AEX 18.9

ECAG

AEX 2

1

CATEGORY

760-1  
(700-1)

760-1¼  
581 (700-1½)

C

D

Knots	60	90	120	150	180
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Min:Sec					
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MARKSVILLE, LOUISIANA

Amdt 4 08213

31°06'N-92°04'W

MARKSVILLE MUNI (MKV)

VOR/DME-A

SC-4. 21 OCT 2010 to 18 NOV 2010



**MINDEN—WEBSTER** (F24) 2 NW UTC-6(-5DT) N32°38.76' W93°17.89'

278 B FUEL 100LL, JET A+ TPA-1300 (1022) NOTAM FILE DRI

RWY 01-19: H5004X75 (ASPH) S-30, D-45 MIRL 0.3% up S

RWY 01: REIL. PAPI(P2L)—GA 3.25° TCH 54'. Trees.

RWY 19: REIL. PAPI(P2L)—GA 3.15° TCH 54'. Trees.

**AIRPORT REMARKS:** Attended 1300-0000Z†. For arpt attendant after hrs call 318-377-2144. Birds on and invof arpt. MIRL Rwy 01-19, REIL Rwy 01 and Rwy 19, preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.325 (318) 371-7874. Plus precipitation and thunderstorm.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **SHREVEPORT APP/DEP CON** 118.6 (1200-0600Z†) 121.4 (0600-1200Z†)

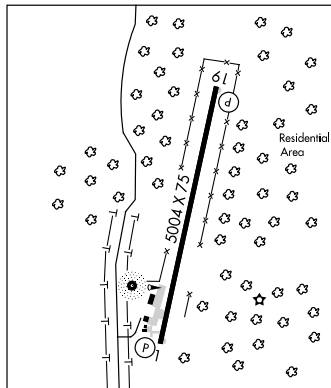
**GCD** 135.075 (SHREVEPORT APCH and DE RIDDER FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SHV.

**BELCHER (H) VORTACW** 117.4 EIC Chan 121 N32°46.28' W93°48.60' 099° 27.0 NM to fld. 190/7E.

**NDB (MHW)** 201 MNE N32°38.45' W93°18.13' at fld.  
NOTAM FILE DRI. Unmonitored.

**MEMPHIS**  
H-6I, L-17E  
IAR



**MISSISSIPPI CANYON** MDJ N28°38.55' W89°47.65'

AWOS-3 119.325

L-21B, GOMC

**MOLLY RIDGE** N32°24.55' W91°46.68' NOTAM FILE DRI.

**NDB (MHW)** 338 MRK 002° 4.6 NM to John H Hooks Jr Mem.

**MEMPHIS**  
L-18F

APP CRS <b>012°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>278</b> <b>278</b>
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# GPS RWY 1

MINDEN-WEBSTER (F24)

**NA** Use Barksdale AFB altimeter setting.

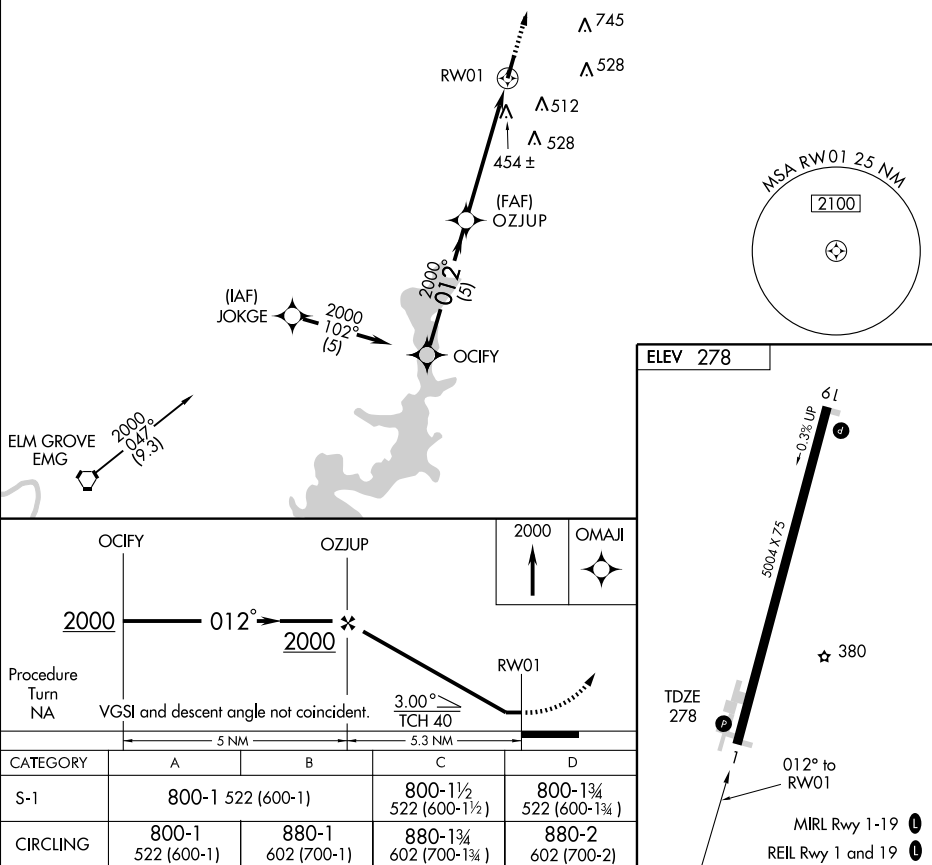
**MISSED APPROACH:** Climb to 2000 direct OMAJI WP and hold.

AWOS-3  
**119.325**

SHREVEPORT APP CON  
**118.6 350.2**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF)** **0**



MINDEN, LOUISIANA

Orig 10210

32° 39' N - 93° 18' W

MINDEN-WEBSTER (F24)

GPS RWY 1

APP CRS	Rwy Idg	<b>5004</b>
<b>192°</b>	TDZE	<b>272</b>
	Apt Elev	<b>278</b>

# GPS RWY 19

MINDEN-WEBSTER (F24)

**▲ NA** Use Barksdale AFB altimeter setting.

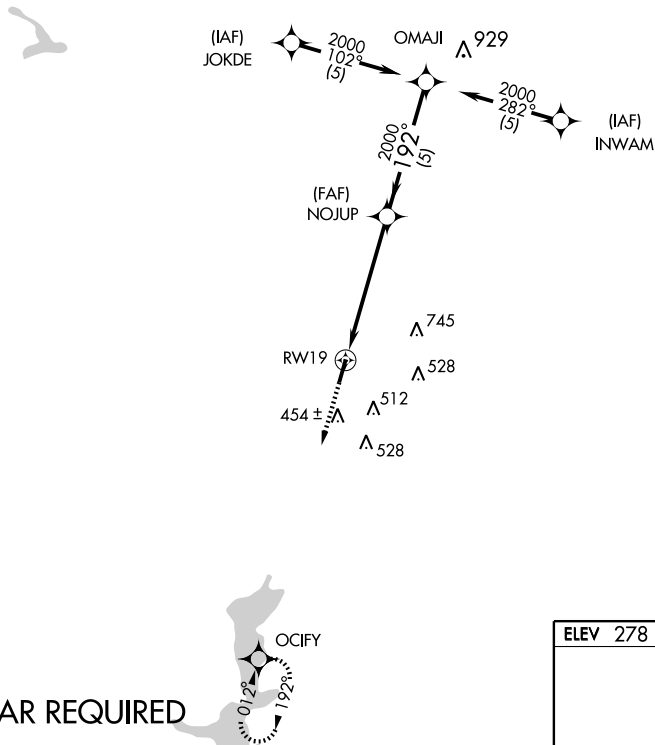
MISSED APPROACH: Climb to 2000 direct OCIFY WP and hold.

AWOS-3  
**119.325**

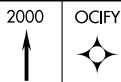
SHREVEPORT APP CON  
**118.6 350.2**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF) 0**



**RADAR REQUIRED**



NOJUP

OMAJI

RWY 19

3.00°  
TCH 40

VGSI and descent angle not coincident.

CATEGORY

A

B

C

D

S-19

700-1 428 (500-1)

700-1¼

428 (500-1¼)

700-1½

428 (500-1½)

CIRCLING

800-1

522 (600-1)

880-1

602 (700-1)

880-1¾

602 (700-1¾)

880-2

602 (700-2)

ELEV 278

192° to  
RWY 19

TDZE  
272

0.3% Up

500 x 75

380

MIRL Rwy 1-19 0

REIL Rwy 1 and 19 0

NDB MNE <b>201</b>	APP CRS <b>360°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>278</b> <b>278</b>
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**NDB RWY 1**  
MINDEN-WEBSTER (F24)



Use Barksdale AFB altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 in MNE NDB holding pattern.

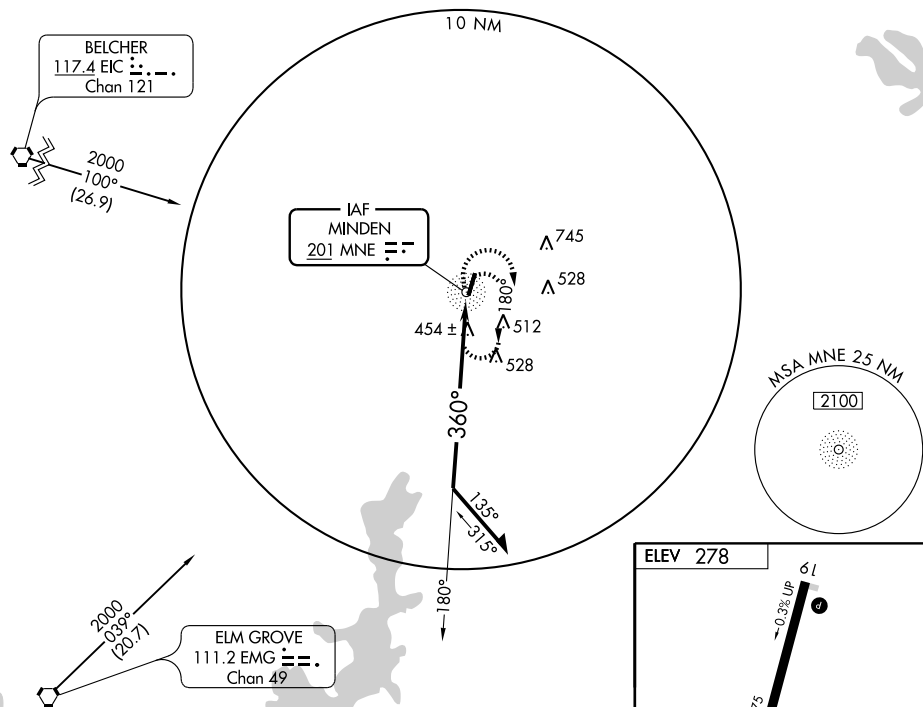
AWOS-3  
**119.325**

SHREVEPORT APP CON  
**118.6 350.2**

GCO  
**135.075**

UNICOM  
**122.8** (CTAF) **0**

△ 929



Remain  
within 10 NM

NDB

**2000**

180°

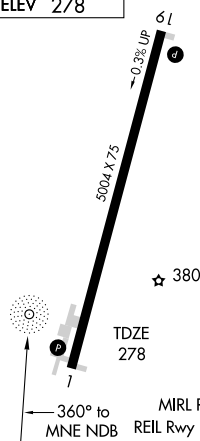
360°

2000

MNE

**201**

ELEV 278



CATEGORY	A	B	C	D
S-1	960-1	682 (700-1)	960-2 682 (700-2)	960-2¼ 682 (700-2¼)
CIRCLING	960-1	682 (700-1)	960-2 682 (700-2)	960-2¼ 682 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

NDB MNE <b>201</b>	APP CRS <b>200°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>272</b> <b>278</b>
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**NDB RWY 19**  
MINDEN-WEBSTER (F24)

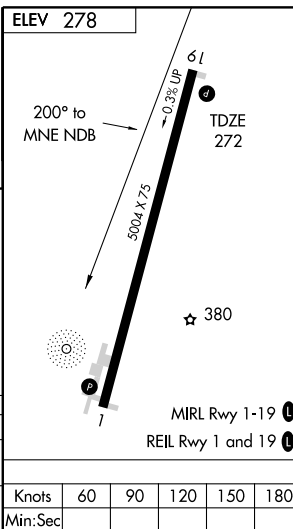
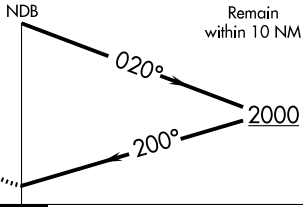
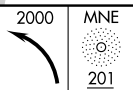
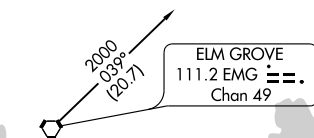
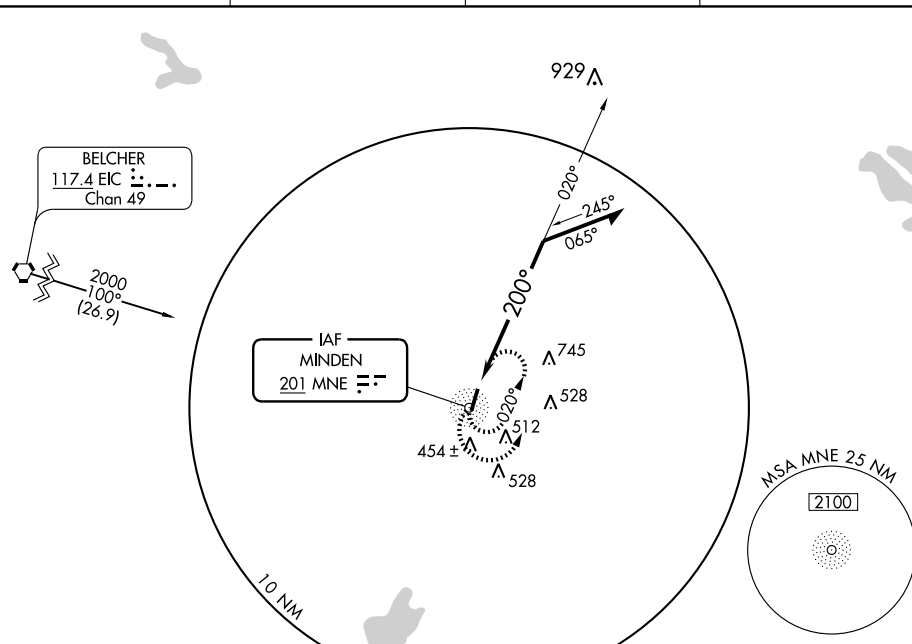
**NA** Use Barksdale AFB altimeter setting. MISSED APPROACH: Climbing left turn to 2000 in MNE NDB holding pattern.

AWOS-3  
**119.325**

SHREVEPORT APP CON  
**118.6 350.2**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-19	1000-1 728 (800-1)		1000-2 728 (800-2)	1000-2 1/4 728 (800-2 1/4)
CIRCLING	1000-1 722 (800-1)		1000-2 722 (800-2)	1000-2 1/4 728 (800-2 1/4)

Knots	60	90	120	150	180
Min:Sec					

VORTAC EIC  
**117.4**  
Chan **121**

APP CRS  
**099°**

Rwy Idg  
TDZE  
Apt Elev  
**N/A**  
**N/A**  
**278**

**VOR/DME-A**  
MINDEN-WEBSTER (F24)



Use Barksdale AFB altimeter setting.

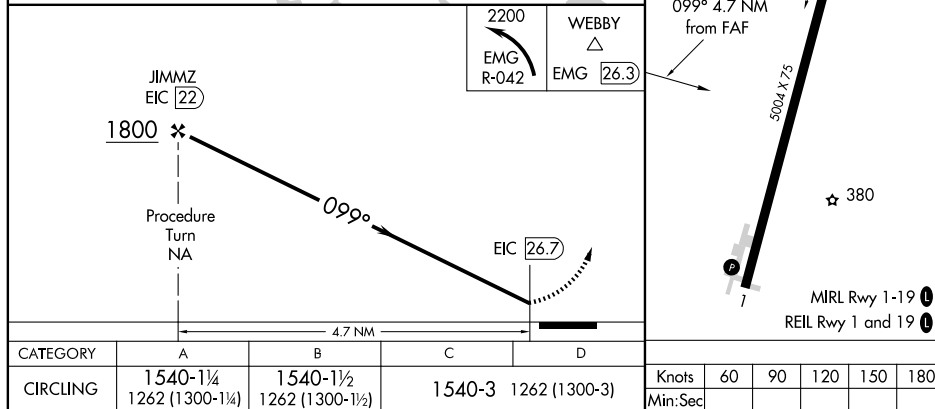
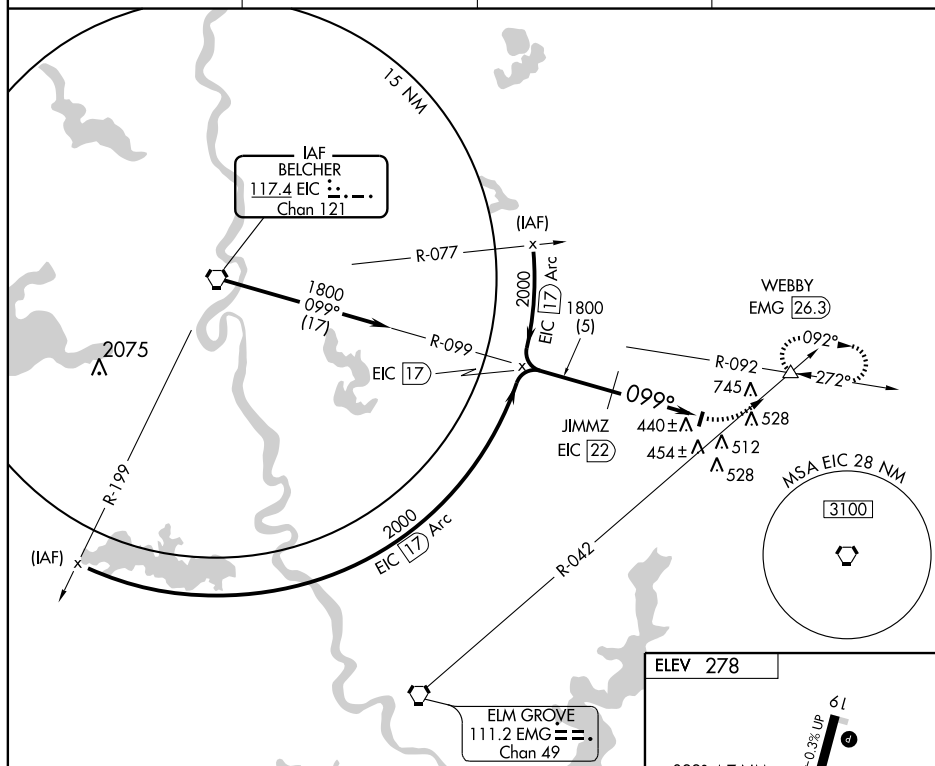
MISSED APPROACH: Climbing left turn to 2200 via EMG  
VOR/DME R-042 to WEBBY Int and hold.

AWOS-3  
**119.325**

SHREVEPORT APP CON  
**118.6 350.2**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF)** **0**



## AIRPORT DIAGRAM

AL-270 (FAA)

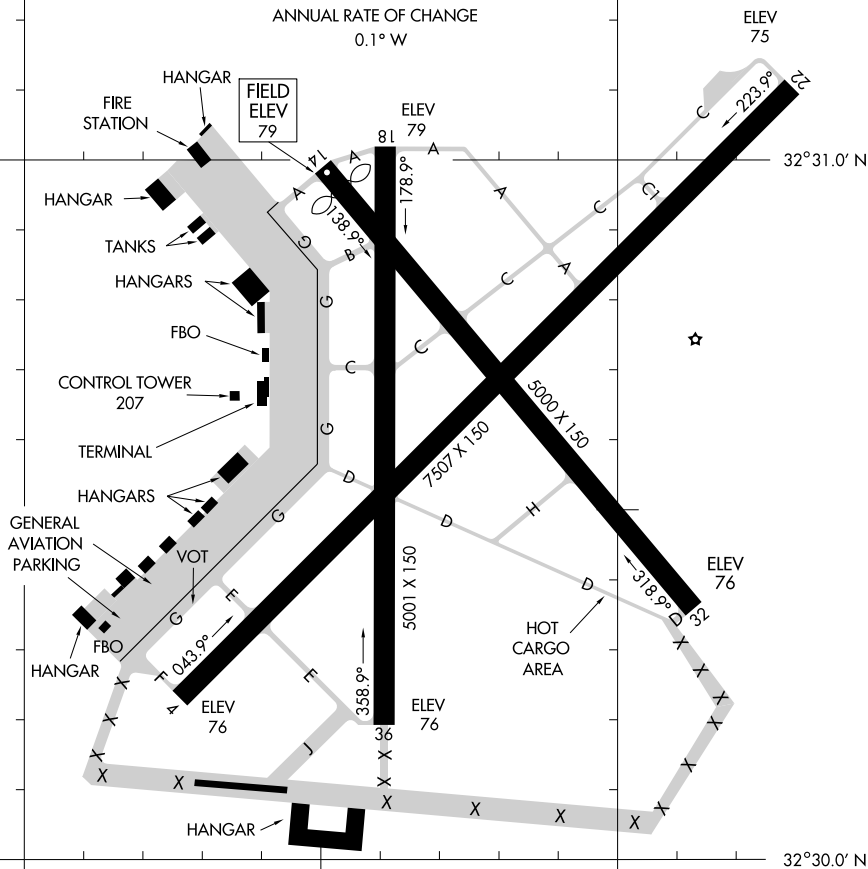
MONROE RGNL (MLU)  
MONROE, LOUISIANA

ATIS 125.05  
MONROE TOWER ★  
118.9 257.8  
GND CON  
121.9  
CLNC DEL  
121.65

D

RWY 04-22  
S-75, D-170, 2S-175, 2D-290  
RWY 14-32  
S-75, D-170, 2S-175, 2D-290  
RWY 18-36  
S-60, D-75, 2S-95, 2D-130

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

MONROE, LOUISIANA  
MONROE RGNL (MLU)

**MONROE RGNL** (MLU) 3 E UTC-6(-5DT) N32°30.65' W92°02.26'

79 B S4 **FUEL** 100LL, JET A OX 1 Class I, ARFF Index B NOTAM FILE MLU

**RWY 04-22:** H7507X150 (ASPH) S-75, D-170, 2S-175, 2D-290 HIRL

**RWY 04:** MALSR. PAPI(P4L)—GA 3.0° TCH 50'.

**RWY 22:** MALSR. PAPI(P4L)—GA 3.0° TCH 54'.

**RWY 18-36:** H5001X150 (ASPH) S-60, D-75, 2S-95, 2D-130

**RWY 18:** Trees. **RWY 36:** Trees.

**RWY 14-32:** H5000X150 (ASPH) S-75, D-170, 2S-175, 2D-290

MIRL

**RWY 14:** REIL. PAPI(P4L)—GA 3.0° TCH 63'. Thld dspcd 301'.

Trees.

**RWY 32:** REIL. PAPI(P4L)—GA 3.0° TCH 50'.

#### RUNWAY DECLARED DISTANCE INFORMATION

**RWY 04:** TORA-7507 TODA-7507 ASDA-7507 LDA-7507

**RWY 14:** TORA-5000 TODA-5000 ASDA-5000 LDA-4699

**RWY 18:** TORA-5001 TODA-5001 ASDA-5001 LDA-5001

**RWY 22:** TORA-7507 TODA-7507 ASDA-7507 LDA-7507

**RWY 32:** TORA-5000 TODA-5000 ASDA-5000 LDA-5000

**RWY 36:** TORA-5001 TODA-5001 ASDA-5001 LDA-5001

**AIRPORT REMARKS:** Attended continuously. Rwy 18-36, Twys J, E, between Rwy 18-36 and Rwy 04-22, and Twy A from Rwy 14 to Twy C not avbl for air carrier ops with over 9 passenger seats. Rwy 04 runway visual range touchdown avbl. SW 6000' grvd ASPH. Rwy 14-32 surface block cracking with grass over 90% of rwy surface. Taxiway A clsd to acft over 12,500 lbs E of Rwy 18 to Taxiway C. Taxiway E clsd to aircraft with wing span over 90' East of Rwy 04-22. When twr closed **ACTIVATE** HIRL Rwy 04-22 MIRL Rwy 14-32, Twy lgt, MALSR Rwy 04 and Rwy 22—CTAF, PAPI Rwy 04, Rwy 22, Rwy 14 and Rwy 32 operate continuously.

**WEATHER DATA SOURCES:** ASOS (318) 361-0684. **HIWAS** 117.2 MLU. **LLWAS**.

**COMMUNICATIONS:** **CTAF** 118.9 **ATIS** 125.05 **UNICOM** 122.95

**RCO** 122.25 (DE RIDDER RADIO)

Ⓜ **APP/DEP CON** 126.9 (180°-359°) 118.15 (360°-179°) (1200-0400Z‡)

Ⓜ **FORT WORTH CENTER APP/DEP CON** 126.325 (0400-1200Z‡)

**TOWER** 118.9 (1200-0400Z‡) **GND CON** 121.9 **CLNC DEL** 121.65

**AIRSPACE:** **CLASS D** svc 1200-0400Z‡ other times **CLASS E**.

**TRSA** svc ctc **APP CON** within 25 NM below 7000'.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.

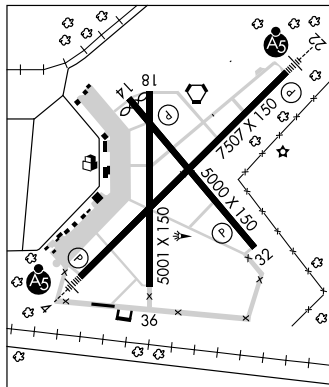
(L) **VORTACW** 117.2 MLU Chan 119 N32°31.01' W92°02.16' at fld. 80/3E. **HIWAS**.

**SABAR NDB (LOM)** 392 ML N32°27.25' W92°06.25' 042 4.8 NM to fld. Unmonitored when tower closed.

**ILS 109.5 I-MLU** Rwy 04. Class IT. **LOM SABAR NDB** Unmonitored when tower closed.

**ILS 109.5 I-MZR** Rwy 22. Class IT. Unmonitored when tower closed.

**ASR** (1130-0500Z‡)



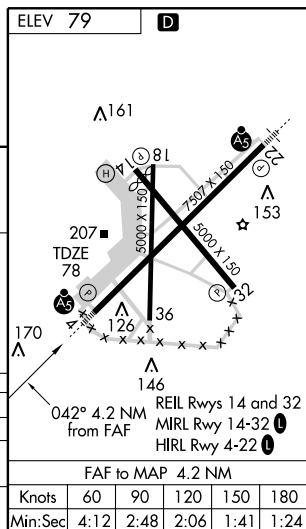
**MOREHOUSE MEM** (See BASTROP)

**MOSSY** N30°18.40' W93°11.77'. NOTAM FILE CWF.

**NDB (LOM)** 418 CW 150° 6.3 NM to Chennault Intl.



<div><div><div><div></div><div>ASR</div></div></div><div>* RVR 1800 authorized with the use of FD or AP or HUD to DA.</div></div>		<div><div><div><div></div><div>MALSR</div></div></div><div><div><div><div></div><div>45</div></div><div><div></div><div></div><div></div></div></div></div><div>MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct MLU VORTAC and hold.</div></div>			
<div>ATIS</div> <div>125.05</div>	<div>MONROE APP CON *</div> <div>126.9 307.9</div>	<div>MONROE TOWER *</div> <div>118.9(CTAF) 0 257.8</div>	<div>GND CON</div> <div>121.9</div>	<div>CLNC DEL</div> <div>121.65</div>	<div>UNICOM</div> <div>122.95</div>





SC-4. 21 OCT 2010 to 18 NOV 2010

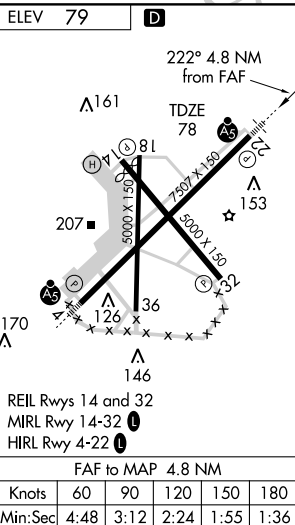
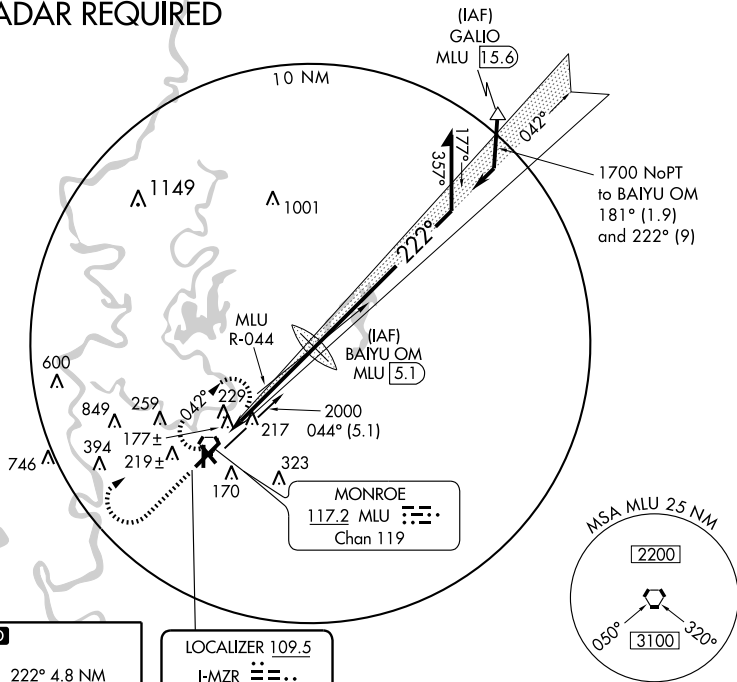
LOC I-MZR <b>109.5</b>	APP CRS <b>222°</b>	Rwy Idg TDZE Apt Elev	<b>7507</b> <b>78</b> <b>79</b>
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# ILS or LOC RWY 22

MONROE RGNL (MLU)

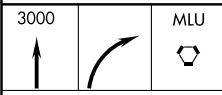
			MISSED APPROACH: Climb to 3000 then right turn direct MLU VORTAC and hold.		
ATIS <b>125.05</b>	MONROE APP CON ★ <b>126.9 307.9</b>	MONROE TOWER ★ <b>118.9 (CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>

## DME or RADAR REQUIRED



LOCALIZER 109.5

I-MZR

BAIYU OM  
MLU 5.1Remain  
within 10 NM

1669

042°

222°

1700

2000

4.8 NM

GS 3.00°

TCH 54

CATEGORY	A	B	C	D
S-ILS 22	278-½ 200 (200-½)			
S-LOC 22	420-½ 342 (400-½)			420-¾ 342 (400-¾)
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)



WAAS CH <b>70510</b> <b>W22A</b>	APP CRS <b>222°</b>	Rwy Idg TDZE Apt Elev	<b>7507</b> <b>78</b> <b>79</b>
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# RNAV (GPS) RWY 22

MONROE RGNL (MLU)



For inoperative MALS, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.



MISSED APPROACH:  
Climb to 2100 direct KUYRE and hold.

ATIS  
**125.05**

MONROE APP CON ★  
**126.9 307.9**

MONROE TOWER ★  
**118.9 (CTAF) 0 257.8**

GND CON  
**121.9**

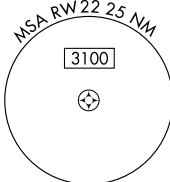
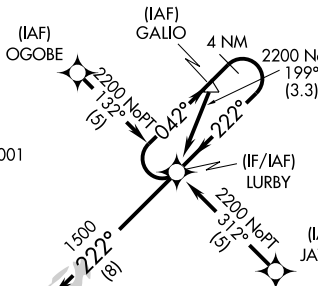
CLNC DEL  
**121.65**

UNICOM  
**122.95**

Procedure NA for arrival at FLESH via V71 Northwest bound.

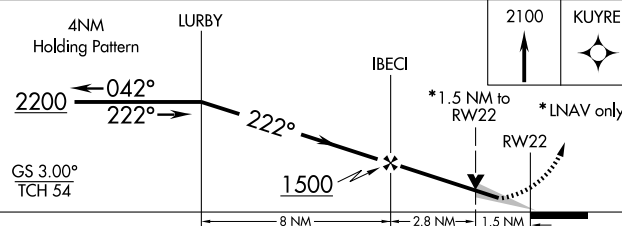
FLESH  
2200  
088°  
(15.5)

Procedure NA for arrival at GALIO via V94 Northeast bound.

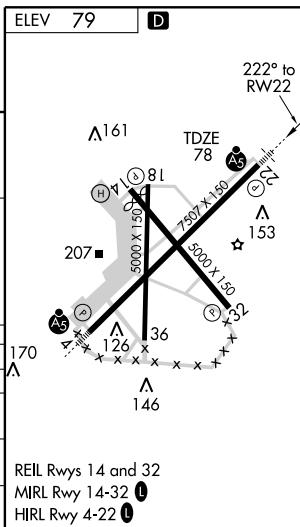


Procedure NA for arrival at RINKY via V18 East bound.

RINKY  
2200  
307°  
(8.1)



CATEGORY	A	B	C	D
LPV DA		372-1/2	294 (300-1/2)	
LNAV/VNAV DA		541-1	463 (500-1)	
LNAV MDA	600-1/2	522 (600-1/2)	600-1 522 (600-1)	600-1 1/4 522 (600-1 1/4)
CIRCLING	600-1	521 (600-1)	620-1 1/2 541 (600-1 1/2)	640-2 561 (600-2)



VORTAC MLU <b><u>117.2</u></b> Chan <b>119</b>	APP CRS <b>034°</b>	Rwy Idg <b>7507</b> TDZE <b>78</b> Apt Elev <b>79</b>
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VOR/DME RWY 4  
MONROE RGNL (MLU)

**T**  
ASR

MALSR  
A5

**MISSED APPROACH:** Climb to 1500, then climbing right turn to 3000 direct MLU VORTAC and hold.

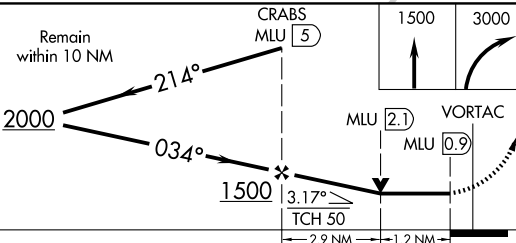
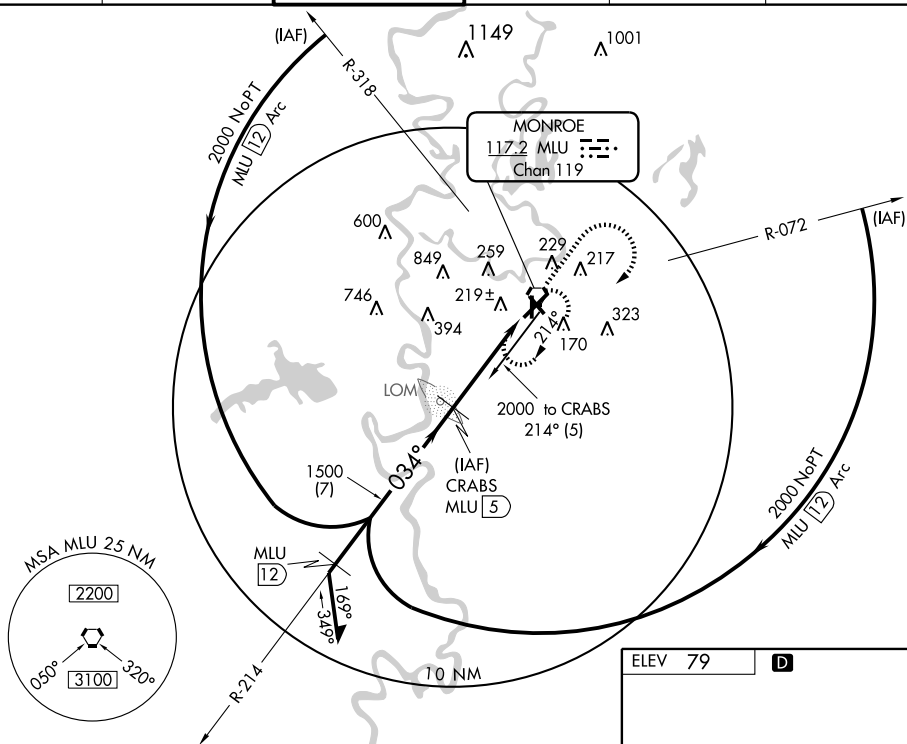
ATIS  
**125.05**

MONROE APP CON ★  
126.9 307.9

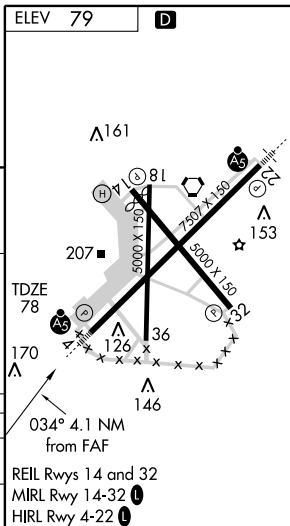
MONROE TOWER ★  
118.9 (CTAF) **0** 257.8

GND CON  
121.9

CLNC DE  
**121.65**

UNICOM  
122.95

CATEGORY	A	B	C	D
S-4	520/24 442 (500-½)		520/40 442 (500-¾)	520/50 442 (500-1)
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)



MONROE, LOUISIANA  
Amdt 1B 03JUN10

32°31' N-92°02' W

MONROE RGNL (MLU)  
VOR/DME RWY 4

SC-4. 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MLU <b>117.2</b> Chan <b>119</b>	APP CRS <b>240°</b>	Rwy Idg <b>7507</b> TDZE <b>78</b> Apt Elev <b>79</b>
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VOR/DME RWY 22  
MONROE RGNL (MLU)

<b>T</b>	Inoperative table does not apply.
<b>ASR</b>	Visibility reduction by helicopters NA.

MALSR

**MISSED APPROACH:** Climb to 2000 via MLU R-221 to TYRON Int/12 DME and hold.

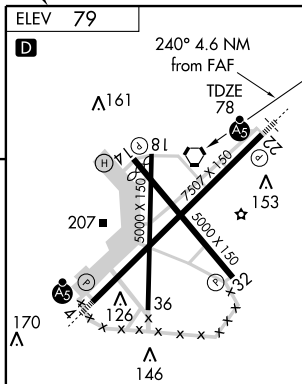
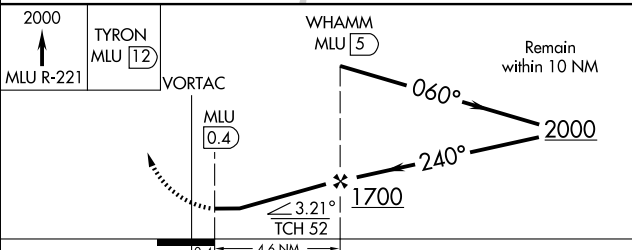
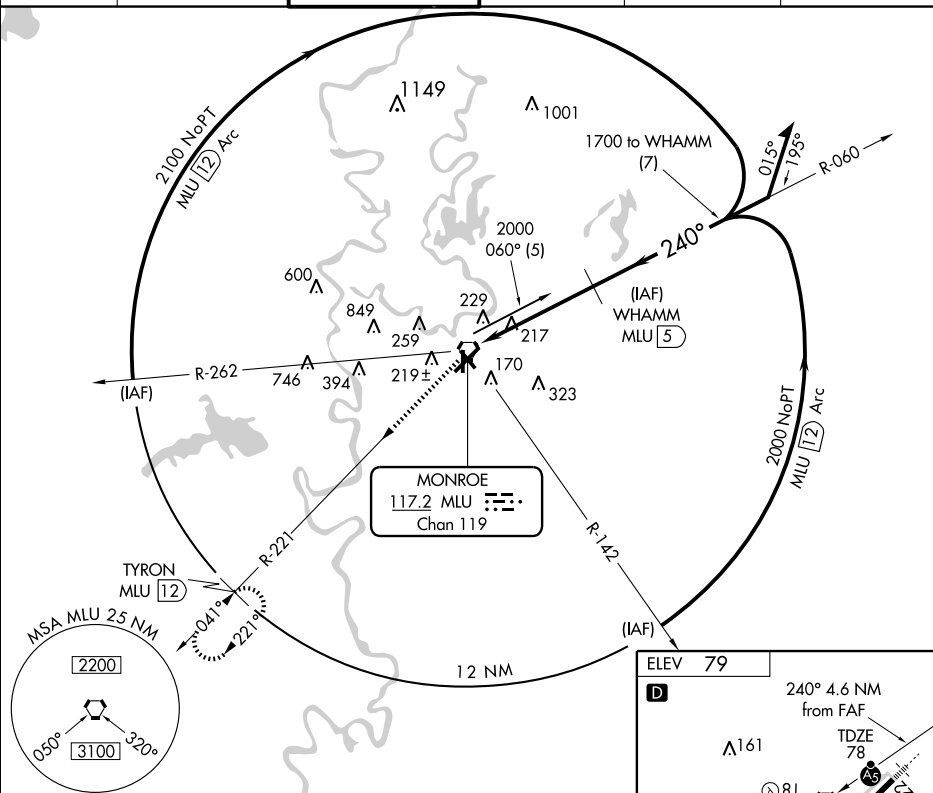
ATIS  
125.05

MONROE APP CON★  
126.9 307.9

MONROE TOWER ★  
118.9 (CTAF) **L** 257.8

GND CON  
**121.9**

CLNC DER  
**121.65**

UNICOM  
122.95

CATEGORY	A	B	C	D
S-22	500-1	422 (500-1)	500-1 $\frac{1}{4}$	422 (500-1 $\frac{1}{4}$ )
CIRCLING	580-1	501 (600-1)	620-1 $\frac{1}{2}$ 541 (600-1 $\frac{1}{2}$ )	640-2 561 (600-2)

REIL Rwy 14 and 32  
MIRL Rwy 14-32 **L**  
HIRL Rwy 4-22 **L**

VORTAC MLU <b>117.2</b> Chan <b>119</b>	APP CRS <b>328°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>78</b> <b>79</b>
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# VOR/DME RWY 32

MONROE RGNL (MLU)

▼  
ASR

MISSED APPROACH: Climb to 3000 via MLU R-038 to GALIO Int/15.6 DME and hold.

ATIS  
**125.05**

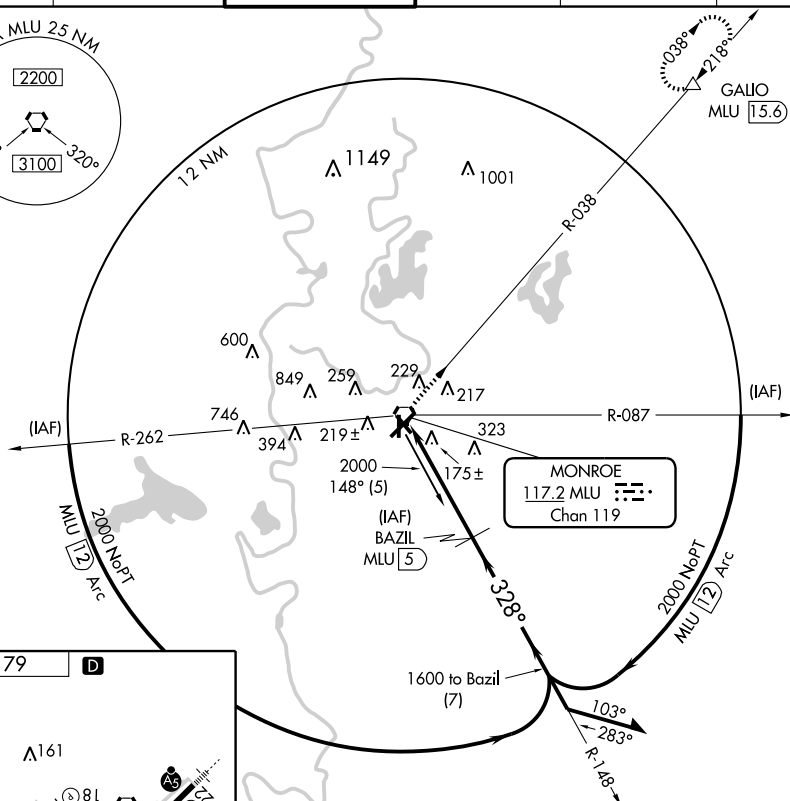
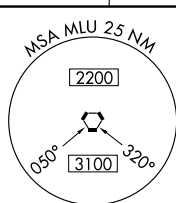
MONROE APP CON ★  
**126.9 307.9**

MONROE TOWER ★  
**118.9 (CTAF) 257.8**

GND CON  
**121.9**

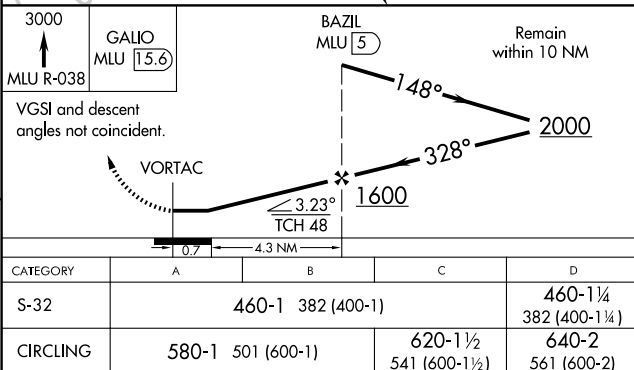
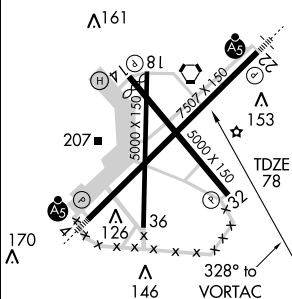
CLNC DEL  
**121.65**

UNICOM  
**122.95**



ELEV 79

D



REIL Rwy 14 and 32  
MIRL Rwy 14-32  
HIRL Rwy 4-22

MONROE, LOUISIANA  
Amdt 2A 08325

32°31' N-92°02' W

MONROE RGNL (MLU)  
VOR/DME RWY 32

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MLU <b>117.2</b> Chan <b>119</b>	APP CRS <b>034°</b>	Rwy Idg TDZE Apt Elev <b>7507</b> <b>78</b> <b>79</b>
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# VOR RWY 4

MONROE RGNL (MLU)

ASR



MISSED APPROACH: Climb to 1500 then right climbing turn to 3000 direct MLU VORTAC and hold.

ATIS  
**125.05**

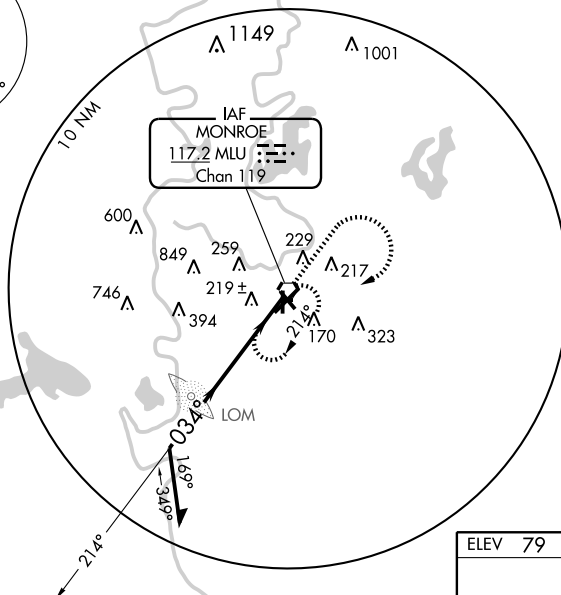
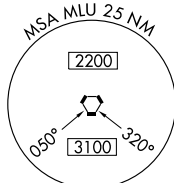
MONROE APP CON ★  
**126.9 307.9**

MONROE TOWER ★  
**118.9 (CTAF) 0 257.8**

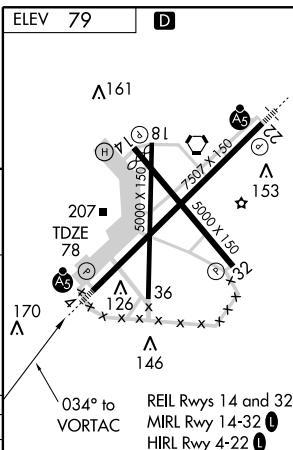
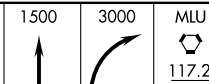
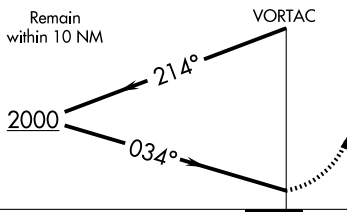
GND CON  
**121.9**

CLNC DEL  
**121.65**

UNICOM  
**122.95**



Remain  
within 10 NM



CATEGORY	A	B	C	D
S-4	600/24	522 (600-½)	600-50 522 (600-1)	600-60 522 (600-1¼)
CIRCLING	600-1	521 (600-1)	620-1½ 541 (600-1½)	640-2 561 (600-2)



VORTAC MLU <b>117.2</b> Chan <b>119</b>	APP CRS <b>237°</b>	Rwy Idg TDZE Apt Elev <b>7507</b> <b>78</b> <b>79</b>
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# VOR RWY 22

MONROE RGNL (MLU)

**▼** For inoperative MALS R increase S-22 Cat A and B visibility to 1 mile. Visibility reduction by helicopters NA.



MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct MLU VORTAC and hold.

ATIS  
**125.05**

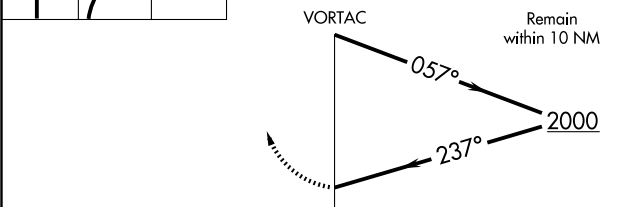
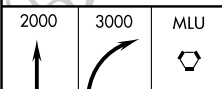
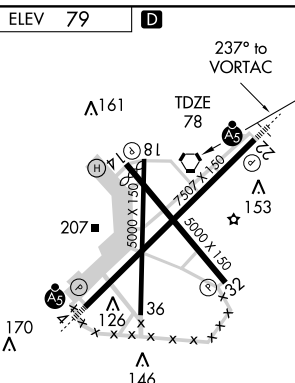
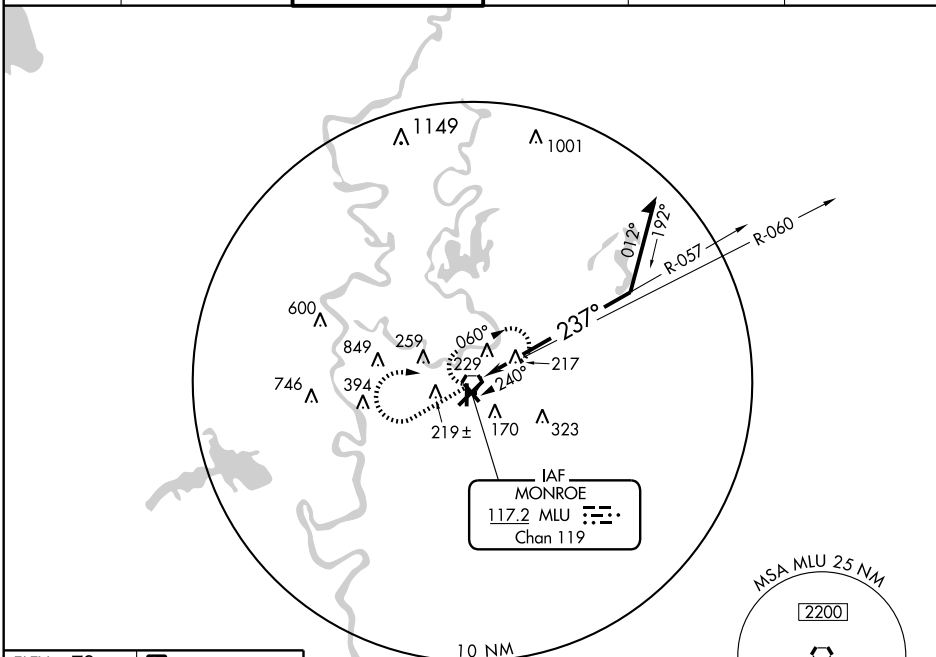
MONROE APP CON ★  
**126.9 307.9**

MONROE TOWER ★  
**118.9 (CTAF) 257.8**

GND CON  
**121.9**

CLNC DEL  
**121.65**

UNICOM  
**122.95**



CATEGORY	A	B	C	D
S-22	640-3/4 562 (600-3/4)		640-1 562 (600-1)	640-13/4 562 (600-13/4)
CIRCLING	640-1 561 (600-1)		640-1 1/2 561 (600-1 1/2)	640-2 561 (600-2)

**NATCHITOCHES RGNL** (IER) 2 S UTC-6(-5DT) N31°44.14' W93°05.95'

121 B S4 FUEL 100LL, JET A1+ NOTAM FILE IER

RWY 17-35: H5003X150 (ASPH) S-30 MIRL

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 35: ODALS. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

RWY 07-25: H4000X100 (ASPH-AFSC) S-21 MIRL

RWY 07: Trees. RWY 25: P-line.

**AIRPORT REMARKS:** Attended dawn-dusk. For arpt attendant after hrs call 318-471-2106. Fuel avbl 24 hr with credit card. MIRL Rwy 17-35 and REIL Rwy 17 preset low ints dusk to dawn, to increase ints and ACTIVATE MIRL Rwy 07-25—CTAF. Rwy 35 ODALS operate low ints continuously, to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.025 (318) 352-1575.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ POLK APP/DEP CON 125.4

GCO 135.075 (FORT POLK APCH AND DE RIDDER FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40'

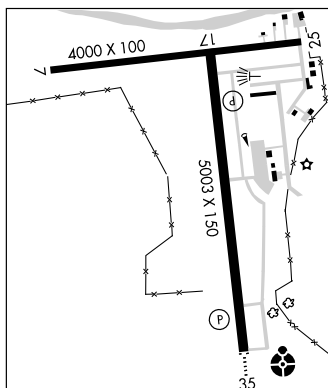
W92°30.06' 310° 42.0 NM to fld. 80/3E. HIWAS.

NDB (MHW) 407 OOC N31°39.45' W93°04.66' 343° 4.8

NM to fld. NOTAM FILE IER.

ILS 110.5 I-IER Rwy 35. LOC only. LOC unmonitored

0000-1200Z±.

HOUSTON  
H-61, L-22E  
IAP**NEW IBERIA****ACADIANA RGNL** (ARA) 4 NW UTC-6(-5DT) N30°02.27' W91°53.03'

24 B S2 FUEL 100LL, JET A OX 4 TPA-1024(1000)

NOTAM FILE ARA

RWY 16-34: H8002X200 (CONC) D-105, 2S-133, 2D-163,

2D/2D2-400 HIRL

RWY 16: ODALS. PAPI(P4L)—GA 3.0° TCH 50'.

RWY 34: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 16: TORA-8002 TODA-8002 ASDA-8002 LDA-8002

RWY 34: TORA-8002 TODA-8002 ASDA-8002 LDA-8002

**AIRPORT REMARKS:** Attended 1300-0300Z±. For fuel after hrs call 337-367-1401, FAX 337-367-1404. CAUTION—seaplane landing area (water channel) West of and adjacent/parallel to runway. Rwy 16W-34W seaway edge lgts green; thld lgts amber. Bird activity on and in/ov arpt. ARFF PPR for more than 30 passenger seats call arpt manager 337-365-7202. Rotor wing movement and landing area between the rwy and seaway. Intensive helicopter training. When twr closed HIRL Rwy 16-34 preset low ints, to increase ints and ACTIVATE MALSR Rwy 34—CTAF.

**WEATHER DATA SOURCES:** ASOS 133.325 (337) 365-0128.**COMMUNICATIONS:** CTAF 125.0 UNICOM 122.95

Ⓡ LAFAYETTE APP/DEP CON 121.1 (1030-0530Z±) LAFAYETTE CLNC DEL 118.05

HOUSTON CENTER APP/DEP CON 126.35 (0530-1030Z±)

TOWER 125.0 (1200-0300Z±) GND CON 121.7 CLNC DEL 121.7

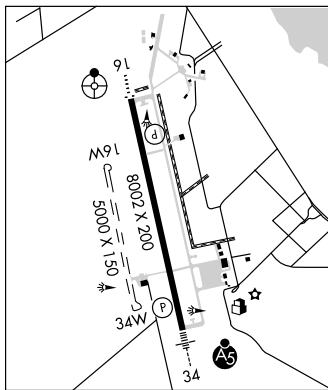
**AIRSPACE:** CLASS D svc 1200-0300Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE LFT.

LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63' W91°59.55' 146° 10.9 NM to fld. 36/3E.

HIWAS.

ACADI NDB (MHW/LOM) 269 AR N29°57.38' W91°51.80' 345° 5.0 NM to fld. NOTAM FILE ARA.

ILS 108.9 I-ARA Rwy 34. Class IA. LOM ACADI NDB.

HOUSTON  
H-7D, L-21B, 22E, GOMC  
IAP, AD

20 TPA-920(900)

WATERWAY 16-34: 5000X150 (WATER) MIRL

WATERWAY 16: Rgt tfc.

**SEAPLANE REMARKS:** Waterway 16-34 seaway edge lgts green, thld lgts amber. ACTIVATE seaway edge lgts Waterway 16-34-122.7. 3 clicks on 7 clicks off.

**NEW ORLEANS** N30°02.38' W90°01.60'

RCO 122.6 (DE RIDDER RADIO)

NEW ORLEANS  
H-7E, 8F, L-22Z

LOC I-IER	APP CRS	Rwy Idg	<b>5003</b>
<b><u>110.5</u></b>	<b>342°</b>	TDZE	<b>121</b>
		Apt Elev	<b>121</b>

LOC RWY 35  
NATCHITOCHES RGNL (IER)

**T**  
**A** NA

ODALS

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3  
119.025

POLK APP CON  
**125.4 302.2**

GCO  
135.075

UNICOM  
122.8 (CTAF) **L**

## ADF REQUIRED

MARTA

LOCALIZER 110.5  
HER

MSA OOC 25 NM

2600

844  
A

ELEV 121

MIRL Rwy 7-25 and 17-35 **L**  
REIL Rwy 17 **L**

IAF  
NATCHITOCES  
407 OOC 

IAF  
ALEXANDRIA  
116.1 AEX  
Chan 108

1000

2000

OOC

NDI

## One Minute Holding Pattern

$$\frac{162^\circ \rightarrow}{2,400} \quad 2000$$

VGSI and descent angles not coincident.

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NATCHITOCHES, LOUISIANA  
Amdt 3E 10238

NATCHITOCES RGNI (IER)

LOC RWY 35

31°44'N-93°06'W

SC-4. 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

NDB OOC	APP CRS	Rwy Idg	<b>5003</b>
<b><u>407</u></b>	<b>343°</b>	TDZE	<b>121</b>
		Apt Elev	<b>121</b>

NDB RWY 35  
NATCHITOCES RGNL (IER)

**T** Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDA 100 feet and S-35/Circling Cat C visibility to 2 miles.

ODALS

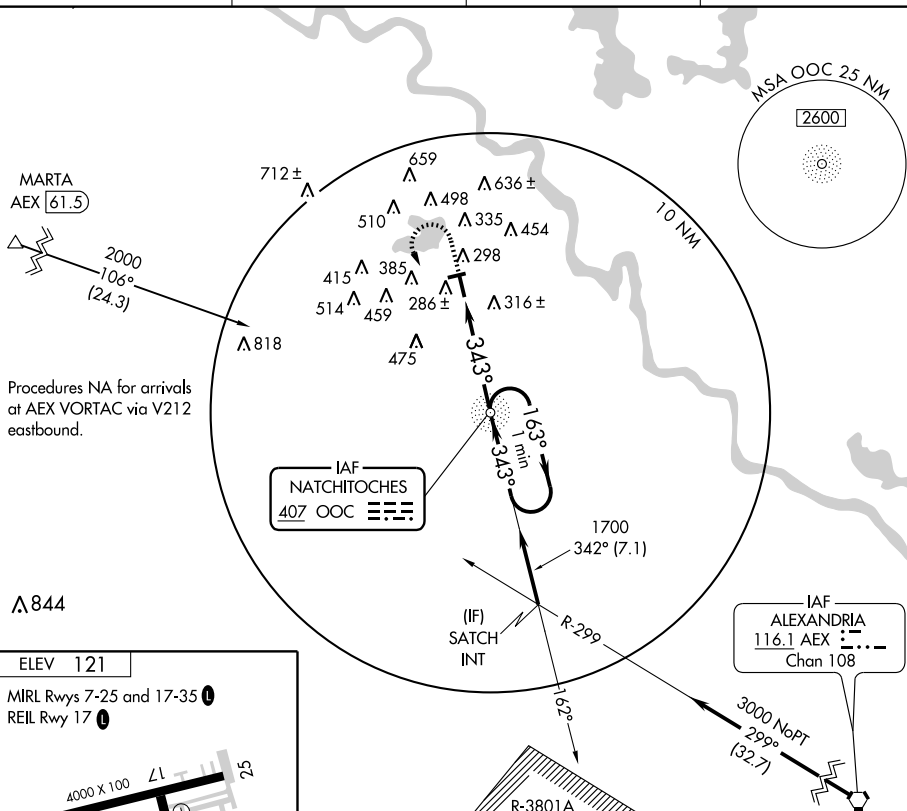
**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3  
119.025

POLK APP CON  
**125.4 302.2**

GCO  
135.075

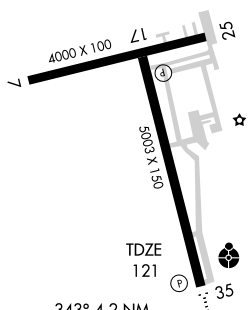
UNICOM  
122.8 (CTAF) **L**



ELEV 121

MIRL Rwy 7-25 and 17-35 **L**

REIL Rwy 17 **L**



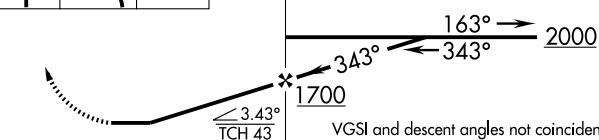
1000

200C

	00
--	----

NDB

### One Minute Holding Pattern



CATEGORY	A	B	C	D
S-35	720-1	599 (600-1)	720-1½ 599 (600-1½)	NA
CIRCLING	740-1	619 (700-1)	740-1¾ 619 (700-1¾)	NA

NATCHITOCHES, LOUISIANA

Amdt 5A 10238

NATCHITOCHEs RGnL (IER)

NDB RWY 35

31°44'N-93°06'W

SC-4. 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>77810</b> <b>W17A</b>	APP CRS <b>162°</b>	Rwy Idg <b>5003</b> TDZE <b>117</b> Apt Elev <b>121</b>
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# RNAV (GPS) RWY 17

## NATCHITOCHES RGNL (IER)

**▼** Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

**▲ NA** Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA/MDA 100 feet and all visibilities ½ mile.

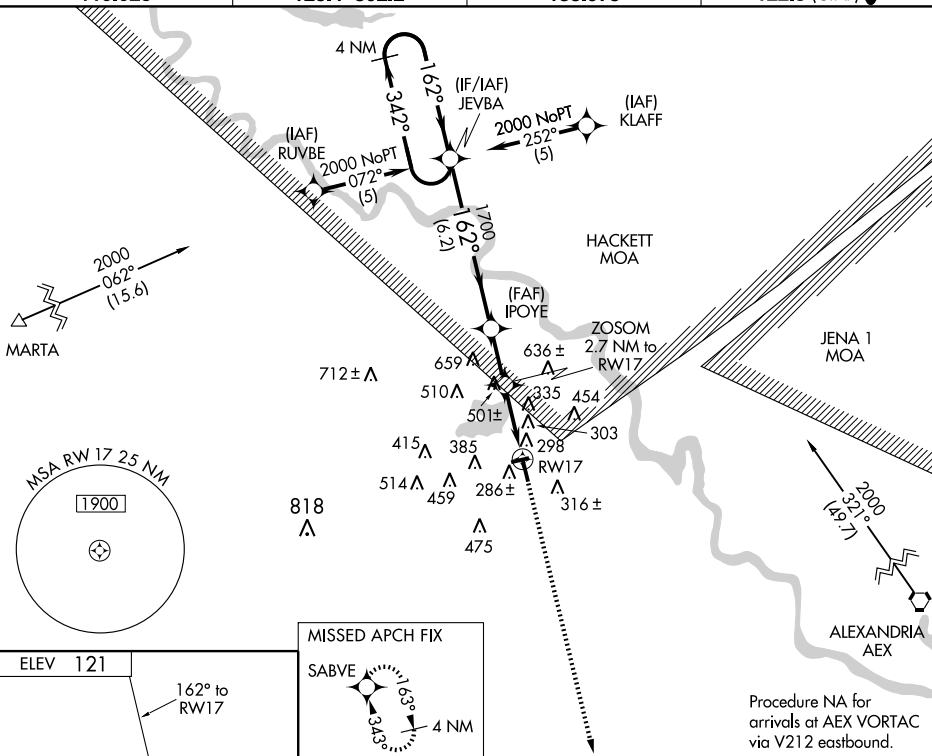
**MISSED APPROACH:**  
Climb to 2000 direct  
SABVE and hold.

AWOS-3  
**119.025**

POLK APP CON  
**125.4 302.2**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF) 0**



ELEV **121**

TDZE  
**117**

162° to  
RW17

4000 X 100

5003 X 150

REIL Rwy 17 0

MIRL Rwy 7-25 and 17-35 0

MISSED APCH FIX

SABVE

4 NM

Procedure NA for  
arrivals at AEX VORTAC  
via V212 eastbound.

4 NM  
Holding Pattern

JEVBA

IPOYE

ZOSOM  
2.7 NM to  
RW17

RW17

2000

342°

162°

1700

\*1020

6.2 NM

2.1 NM

2.7 NM

GS 3.00°

TCH 45

CATEGORY

LPV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

A

B

C

D

420-1

303 (300-1)

657-2

540 (600-2)

760-1

643 (700-1)

760-1

639 (700-1)

NA

NA

NA

NA

NA

NA

NA

NA

NA

NA

NA

NA

2000

SABVE

\*LNAV only

WAAS CH <b>86510</b> <b>W35A</b>	APP CRS <b>342°</b>	Rwy Idg <b>5003</b> TDZE <b>121</b> Apt Elev <b>121</b>
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## RNAV (GPS) RWY 35

NATCHITOHES RGNI (IER)

**V** Inoperative table does not apply. Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 91 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cnts, LNAV Cat C and circling Cat C visibility ¼ mile.

ODALS



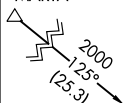
**MISSED APPROACH:**  
Climb to 2000 direct  
JEVBA and hold.

AWOS-3 <b>119,025</b>	POLK APP CON <b>125.4 302.2</b>	GCO <b>135,075</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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MISSED APCH FIX



MARTA

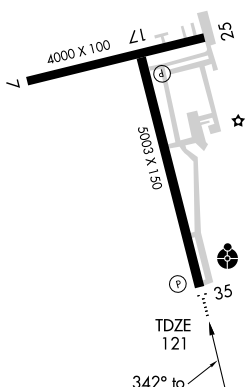


MSA RW 35 25 NM

1900

844  
 $\Delta$ 

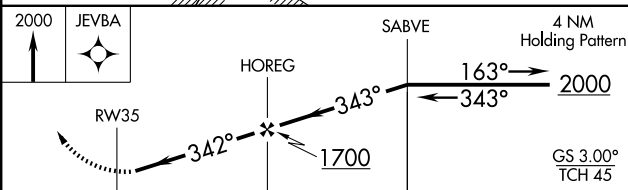
ELEV 121

MIRL Rwyys 7-25 and 17-35 **L**REIL Rwy 17 **L**

WARRIOR 1

CLAIBORNE

ALEXANDRIA  
AEX



CATEGORY		A		B		C		D	
LPV	DA	371-1		250 (300-1)				NA	
LNAV/ VNAV	DA	618-1 $\frac{3}{4}$		497 (500-1 $\frac{3}{4}$ )				NA	
LNAV	MDA	620-1		499 (500-1)		620-1 $\frac{1}{4}$ 499 (500-1 $\frac{1}{4}$ )		NA	
CIRCLING		680-1 559 (600-1)		740-1 619 (700-1)		740-1 $\frac{3}{4}$ 619 (700-1 $\frac{3}{4}$ )		NA	

NATCHITOCHES, LOUISIANA

Orig 10238

NATCHITOCHEs RGnL (IER)

**RNAV (GPS) RWY 35**

31°44'N-93°06'W

SC-4. 21 OCT 2010 to 18 NOV 2010

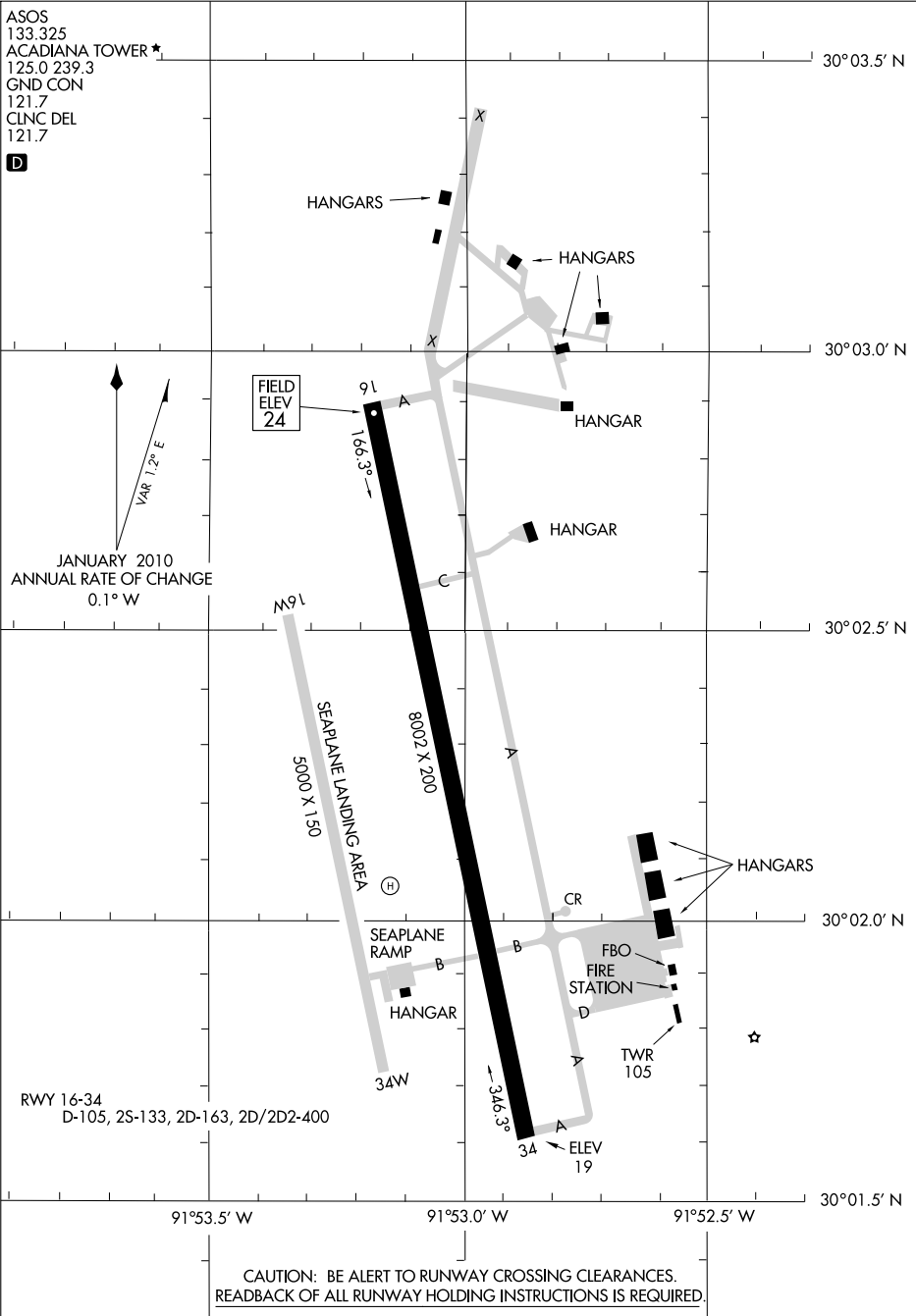
SC-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

AL-5040 (FAA)

NEW IBERIA/ACADIANA RGNL (A.R.A.)

NEW IBERIA, LOUISIANA



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

NEW IBERIA, LOUISIANA  
NEW IBERIA/ACADIANA RGNL (A.R.A.)

**NATCHITOCHES RGNL** (IER) 2 S UTC-6(-5DT) N31°44.14' W93°05.95'

121 B S4 FUEL 100LL, JET A1+ NOTAM FILE IER

RWY 17-35: H5003X150 (ASPH) S-30 MIRL

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 35: ODALS. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

RWY 07-25: H4000X100 (ASPH-AFSC) S-21 MIRL

RWY 07: Trees. RWY 25: P-line.

**AIRPORT REMARKS:** Attended dawn-dusk. For arpt attendant after hrs call 318-471-2106. Fuel avbl 24 hr with credit card. MIRL Rwy 17-35 and REIL Rwy 17 preset low ints dusk to dawn, to increase ints and ACTIVATE MIRL Rwy 07-25—CTAF. Rwy 35 ODALS operate low ints continuously, to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.025 (318) 352-1575.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ POLK APP/DEP CON 125.4

GCO 135.075 (FORT POLK APCH AND DE RIDDER FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40'

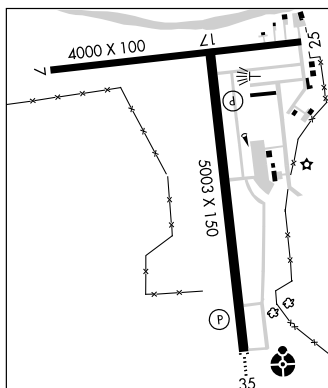
W92°30.06' 310° 42.0 NM to fld. 80/3E. HIWAS.

NDB (MHW) 407 OOC N31°39.45' W93°04.66' 343° 4.8

NM to fld. NOTAM FILE IER.

ILS 110.5 I-IER Rwy 35. LOC only. LOC unmonitored

0000-1200Z±.

HOUSTON  
H-61, L-22E  
IAP**NEW IBERIA****ACADIANA RGNL** (ARA) 4 NW UTC-6(-5DT) N30°02.27' W91°53.03'

24 B S2 FUEL 100LL, JET A OX 4 TPA-1024(1000)

NOTAM FILE ARA

RWY 16-34: H8002X200 (CONC) D-105, 2S-133, 2D-163,

2D/2D2-400 HIRL

RWY 16: ODALS. PAPI(P4L)—GA 3.0° TCH 50'.

RWY 34: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 16: TORA-8002 TODA-8002 ASDA-8002 LDA-8002

RWY 34: TORA-8002 TODA-8002 ASDA-8002 LDA-8002

**AIRPORT REMARKS:** Attended 1300-0300Z±. For fuel after hrs call 337-367-1401, FAX 337-367-1404. CAUTION—seaplane landing area (water channel) West of and adjacent/parallel to runway. Rwy 16W-34W seaway edge lgts green; thld lgts amber. Bird activity on and in/ov arpt. ARFF PPR for more than 30 passenger seats call arpt manager 337-365-7202. Rotor wing movement and landing area between the rwy and seaway. Intensive helicopter training. When twr closed HIRL Rwy 16-34 preset low ints, to increase ints and ACTIVATE MALSR Rwy 34—CTAF.

**WEATHER DATA SOURCES:** ASOS 133.325 (337) 365-0128.**COMMUNICATIONS:** CTAF 125.0 UNICOM 122.95

Ⓡ LAFAYETTE APP/DEP CON 121.1 (1030-0530Z±) LAFAYETTE CLNC DEL 118.05

HOUSTON CENTER APP/DEP CON 126.35 (0530-1030Z±)

TOWER 125.0 (1200-0300Z±) GND CON 121.7 CLNC DEL 121.7

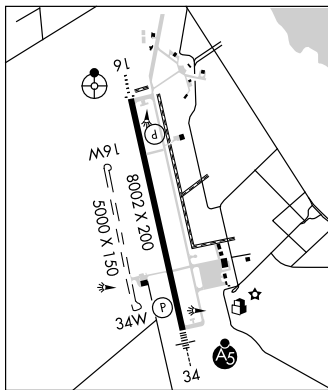
**AIRSPACE:** CLASS D svc 1200-0300Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE LFT.

LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63' W91°59.55' 146° 10.9 NM to fld. 36/3E.

HIWAS.

ACADI NDB (MHW/LOM) 269 AR N29°57.38' W91°51.80' 345° 5.0 NM to fld. NOTAM FILE ARA.

ILS 108.9 I-ARA Rwy 34. Class IA. LOM ACADI NDB.

HOUSTON  
H-7D, L-21B, 22E, GOMC  
IAP, AD

20 TPA-920(900)

WATERWAY 16-34: 5000X150 (WATER) MIRL

WATERWAY 16: Rgt tfc.

**SEAPLANE REMARKS:** Waterway 16-34 seaway edge lgts green, thld lgts amber. ACTIVATE seaway edge lgts Waterway 16-34-122.7. 3 clicks on 7 clicks off.

**NEW ORLEANS** N30°02.38' W90°01.60'

RCO 122.6 (DE RIDDER RADIO)

NEW ORLEANS  
H-7E, 8F, L-22Z



LOC I-ARA	APP CRS	Rwy Idg	<b>8002</b>
<b><u>108.9</u></b>	<b>345°</b>	TDZE	<b>21</b>
		Apt Elev	<b>24</b>

ILS RWY 34

NEW IBERIA/ACADIANA RGNL (ARA)

**A** When control tower closed, use Lafayette Rgnl altimeter setting.

MALSR

**MISSED APPROACH:** Climb to 800 then climbing right turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/LFT 18.8 DME and hold.

LAFAYETTE APP CON★  
121.1 268.7

ACADIANA TOWER ★  
125.0 (CTAF) **L** **A5** 239.3

GND COM  
**121.7**

CLNC DEL  
121.7 122.7

UNICOM  
122.95

## ADF REQUIRED

LAFAYETTE  
109.8 LFT   
Chan 35

LOCALIZER 108.9  
I-ARA  $\ddot{::} =$ .

1049  $\Delta$   $\triangle$  ROSEY

1049  $\Delta$

Chap. 6.5 BTP

18.8

— IAF —  
ACADI  
269 AR : =

$$\frac{10 \text{ N}}{\text{m}^2}$$

15000

MSA AR 25 NM

2800

352

1600

ELEV 24	<b>D</b>
HIRL Rwy 16-34 <b>L</b>	
MIRL Rwy 16W-34W <b>L</b> ★	

HIRL Rwy 16-34 **L**  
MIRL Rwy 16W-34W **L**★

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NEW IBERIA, LOUISIANA

Orig-A 08325

800 ↑	2000 ↗ HDG 080° LFT R-114	CLYNT △ LFT 18.8
----------	------------------------------------	------------------------

ND

### One Minute Holding Pattern

$$\frac{165^\circ \rightarrow}{245^\circ} 1700$$

1500

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 51}$$

4.3 nm

100 nm

1000 nm

CATEGORY	A	B	C	D
S-ILS 34		221-½	200 (200-½)	

S-LOC 34	380- $\frac{1}{2}$	359 (400- $\frac{1}{2}$ )	380- $\frac{3}{4}$ 359 (400- $\frac{3}{4}$ )
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CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)
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LAFAYETTE RGNL ALTIMETER SETTING MINIMUMS	
1. Class of Instrument Approach Procedure	Minimum Altimeter Setting
Class I	29.92
Class II	29.92
Class III	29.92
Class IV	29.92
Class V	29.92
Class VI	29.92
Class VII	29.92
Class VIII	29.92
Class IX	29.92
Class X	29.92
Class XI	29.92
Class XII	29.92
Class XIII	29.92
Class XIV	29.92
Class XV	29.92
Class XVI	29.92
Class XVII	29.92
Class XVIII	29.92
Class XIX	29.92
Class XX	29.92
Class XXI	29.92
Class XXII	29.92
Class XXIII	29.92
Class XXIV	29.92
Class XXV	29.92
Class XXVI	29.92
Class XXVII	29.92
Class XXVIII	29.92
Class XXIX	29.92
Class XXX	29.92
Class XXXI	29.92
Class XXXII	29.92
Class XXXIII	29.92
Class XXXIV	29.92
Class XXXV	29.92
Class XXXVI	29.92
Class XXXVII	29.92
Class XXXVIII	29.92
Class XXXIX	29.92
Class XL	29.92
Class XLI	29.92
Class XLII	29.92
Class XLIII	29.92
Class XLIV	29.92
Class XLV	29.92
Class XLVI	29.92
Class XLVII	29.92
Class XLVIII	29.92
Class XLIX	29.92
Class L	29.92
Class LI	29.92
Class LII	29.92
Class LIII	29.92
Class LIV	29.92
Class LV	29.92
Class LVI	29.92
Class LVII	29.92
Class LVIII	29.92
Class LIX	29.92
Class LX	29.92
Class LXI	29.92
Class LXII	29.92
Class LXIII	29.92
Class LXIV	29.92
Class LXV	29.92
Class LXVI	29.92
Class LXVII	29.92
Class LXVIII	29.92
Class LXIX	29.92
Class LXX	29.92
Class LXXI	29.92
Class LXXII	29.92
Class LXXIII	29.92
Class LXXIV	29.92
Class LXXV	29.92
Class LXXVI	29.92
Class LXXVII	29.92
Class LXXVIII	29.92
Class LXXIX	29.92
Class LXXX	29.92
Class LXXXI	29.92
Class LXXXII	29.92
Class LXXXIII	29.92
Class LXXXIV	29.92
Class LXXXV	29.92
Class LXXXVI	29.92
Class LXXXVII	29.92
Class LXXXVIII	29.92
Class LXXXIX	29.92
Class LXXXX	29.92
Class LXXXXI	29.92
Class LXXXXII	29.92
Class LXXXXIII	29.92
Class LXXXXIV	29.92
Class LXXXXV	29.92
Class LXXXXVI	29.92
Class LXXXXVII	29.92
Class LXXXXVIII	29.92
Class LXXXXIX	29.92
Class LXXXXX	29.92
Class LXXXXXI	29.92
Class LXXXXXII	29.92
Class LXXXXXIII	29.92
Class LXXXXXIV	29.92
Class LXXXXXV	29.92
Class LXXXXXVI	29.92
Class LXXXXXVII	29.92
Class LXXXXXVIII	29.92
Class LXXXXXIX	29.92
Class LXXXXXX	29.92
Class LXXXXXXI	29.92
Class LXXXXXXII	29.92
Class LXXXXXXIII	29.92
Class LXXXXXXIV	29.92
Class LXXXXXXV	29.92
Class LXXXXXXVI	29.92
Class LXXXXXXVII	29.92
Class LXXXXXXVIII	29.92
Class LXXXXXXIX	29.92
Class LXXXXXXX	29.92
Class LXXXXXXXI	29.92
Class LXXXXXXXII	29.92
Class LXXXXXXXIII	29.92
Class LXXXXXXXIV	29.92
Class LXXXXXXXV	29.92
Class LXXXXXXXVI	29.92
Class LXXXXXXXVII	29.92
Class LXXXXXXXVIII	29.92
Class LXXXXXXXIX	29.92
Class LXXXXXXXI	29.92
Class LXXXXXXXII	29.92
Class LXXXXXXXIII	29.92
Class LXXXXXXXIV	29.92
Class LXXXXXXXV	29.92
Class LXXXXXXXVI	29.92
Class LXXXXXXXVII	29.92
Class LXXXXXXXVIII	29.92
Class LXXXXXXXIX	29.92
Class LXXXXXXXI	29.92
Class LXXXXXXXII	29.92
Class LXXXXXXXIII	29.92
Class LXXXXXXXIV	29.92
Class LXXXXXXXV	29.92
Class LXXXXXXXVI	29.92
Class LXXXXXXXVII	29.92
Class LXXXXXXXVIII	

S-ILS 34	250-1/2	229 (300-1/2)	100-3/4
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S-LOC 34	400-1/2	379 (400-1/2)	400-3/4 379 (400-3/4)
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CIRCLING	460-1 436 (500-1)	520-1 496 (500-1)	520-1½ 496 (500-1½)	620-2 596 (600-2)
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NEW IBERIA/ACADIANA RGNL (ARA)

# ILS RWY 34

30° 02' N-91° 53' W

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>82501</b> <b>W16A</b>	APP CRS <b>165°</b>	Rwy Idg TDZE <b>24</b> Apt Elev <b>24</b>	<b>8002</b>
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# RNAV (GPS) RWY 16

NEW IBERIA/ACADIANA RGNL (A.R.A.)

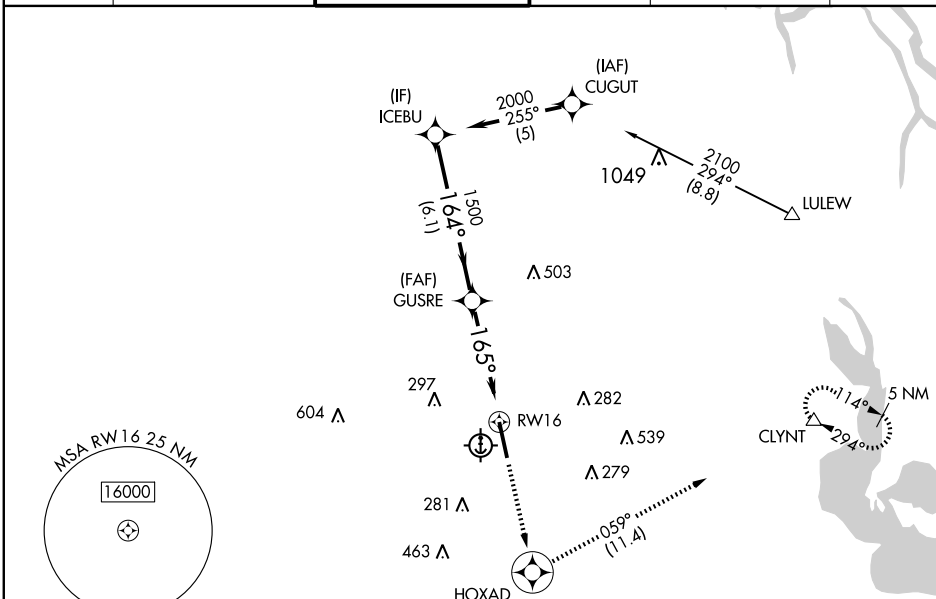
- ▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV system, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).
- ▲** When local altimeter setting not received, use Lafayette altimeter setting and increase all DA/MDA 40 feet and increase visibility LNAV Cat D ¼ mile. BARO-VNAV NA when using Lafayette altimeter setting. Inoperative table does not apply.

ODALS

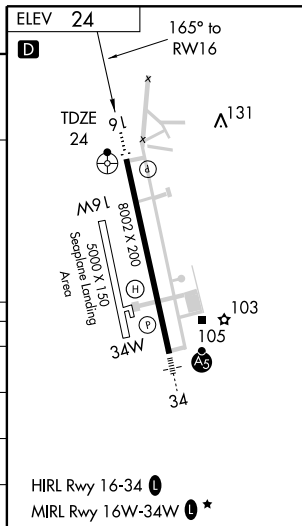


**MISSED APPROACH:**  
Climb to 2000 direct  
HOXAD and left turn  
via 059° track to CLYNT  
and hold.

ASOS <b>133.325</b>	LAFAYETTE APP CON ★ <b>121.1 268.7</b>	ACADIANA TOWER ★ <b>125.0 (CTAF) 1 239.3</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7 122.7 1 ★</b>	UNICOM <b>122.95</b>
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Procedure Turn NA	ICEBU	GUSRE	RWY 16	2000	HOXAD	CLYNT
				↑	059° TRK	△
	2000	1500				
	GS 3.00° TCH 51					
	6.1 NM	4.4 NM				
CATEGORY	A	B	C	D		
LPV DA		358-1¼	334 (400-1¼)			
LNAV/VNAV DA		355-1¼	331 (400-1¼)			
LNAV MDA	440-1	416 (500-1)	440-1¼	416 (500-1¼)		
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)		



WAAS CH <b>40301</b> <b>W34A</b>	APP CRS <b>345°</b>	Rwy Idg TDZE <b>21</b> Apt Elev <b>24</b>
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# RNAV (GPS) RWY 34

NEW IBERIA/ACADIANA RGNL (A.R.A.)

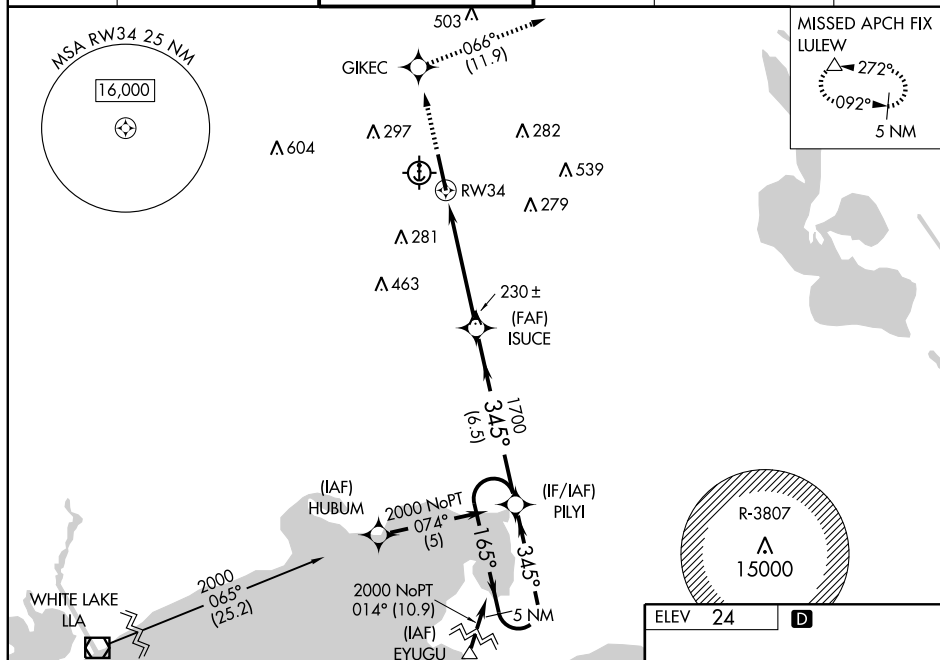
**▼** DME/DME RNP-0.3 NA. BARO-VNAV and VDP NA when using Lafayette altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). If local altimeter setting not received, use Lafayette altimeter setting and increase all DAs/MDAs 40 feet. For inoperative MALSR increase LPV all Cats visibility to  $\frac{3}{4}$ , and LNAV/VNAV Cat D to 1. Inoperative table does not apply to LNAV Cat D.

MALSR

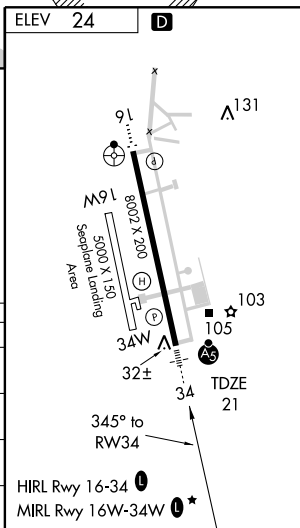


**MISSED APPROACH:**  
Climb to 2000 direct  
GIKEC and via 066°  
track to LULEW  
and hold.

ASOS <b>133.325</b>	LAFAYETTE APP CON ★ <b>121.1 268.7</b>	ACADIANA TOWER ★ <b>125.0</b> (CTAF) <b>0 A5 239.3</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7 122.7 0 ★</b>	UNICOM <b>122.95</b>
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2000	GIKEC	066°	LULEW	5 NM Holding Pattern
↑	✧	TRK	△	
<p>* 0.9 NM to RW34</p> <p>ISUCE</p> <p>345°</p> <p>1700</p> <p>* LNAV only</p> <p>0.9</p> <p>4.1 NM</p> <p>6.5 NM</p> <p>165°</p> <p>345°</p> <p>2000</p> <p>GS 3.00°</p> <p>TCH 52</p>				
CATEGORY	A	B	C	D
LPV DA	271- $\frac{1}{2}$ 250 (300- $\frac{1}{2}$ )			
LNAV/VNAV DA	310- $\frac{1}{2}$	289 (300- $\frac{1}{2}$ )	310- $\frac{3}{4}$ 289 (300- $\frac{3}{4}$ )	
LNAV MDA	360- $\frac{1}{2}$	339 (400- $\frac{1}{2}$ )	360-1 339 (400-1)	
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1 $\frac{1}{2}$ 456 (500-1 $\frac{1}{2}$ )	580-2 556 (600-2)



VORTAC LFT <b>109.8</b> Chan <b>35</b>	APP CRS <b>328°</b>	Rwy Idg <b>8002</b> TDZE <b>21</b> Apt Elev <b>24</b>
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VOR/DME RWY 34  
NEW IBERIA/ACADIANA RGNL (ARA)

**A** When control tower closed, use Lafayette Rgnl altimeter setting. Local altimeter setting: S-34 inoperative table does not apply to Cat D. Lafayette Rgnl setting altimeter setting minimum: For inoperative MALSR increase S-34 Cats A/B visibility to 1. Inoperative table does not apply to Cat D.

MALSR



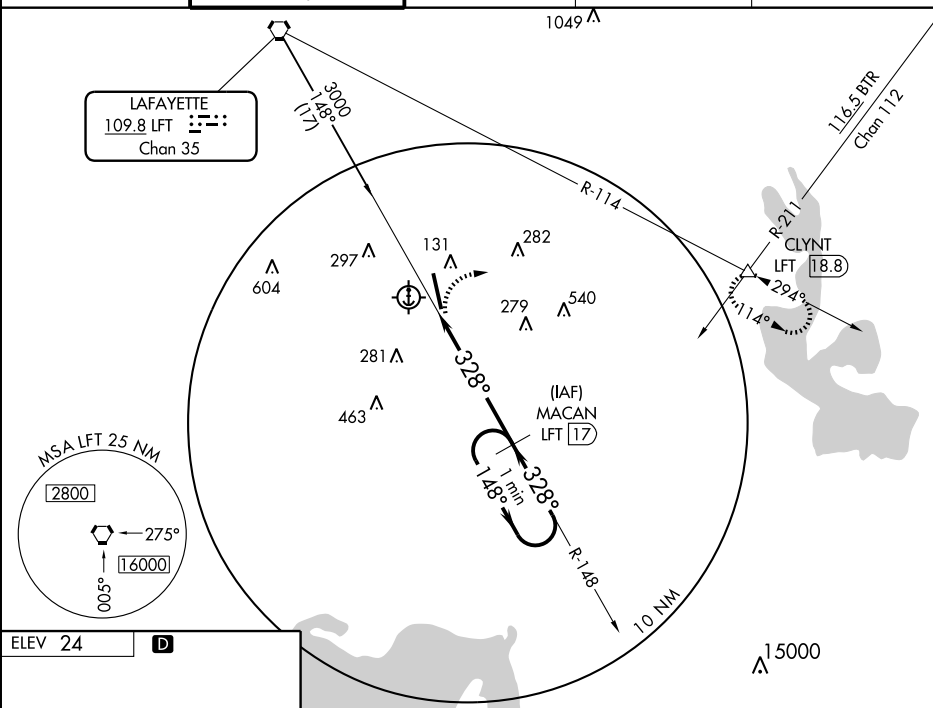
**MISSED APPROACH:** Climbing right turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/LFT 18.8 DME and hold.

LAFAYETTE APP CON ★  
121.1 268.7

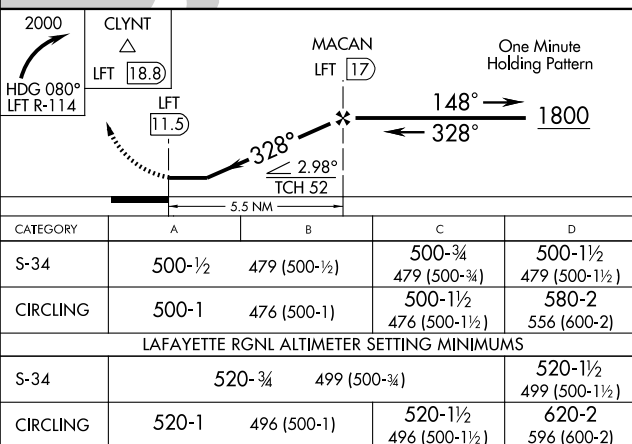
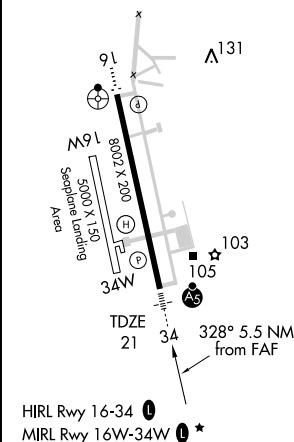
ACADIANA TOWER★  
125.0 (CTAF)   239.3

GND CON  
121.7

CLNC DEL  
121.7 122.7 0★

UNICOM  
122.95

ELEV 24

NEW IBERIA, LOUISIANA  
Amdt 1C 08325

NEW IBERIA/ACADIANA RGNL (ARA)  
VOR/DME RWY 34

30° 02' N-91° 53' W

SC-4. 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

## VOR or TACAN RWY 16

NEW IBERIA/ACADIANA RGNL (ARA)

VORTAC LFT	APP CRS	Rwy Idg	8002
Chan <b>35</b>	<b>145°</b>	TDZE	<b>24</b>
		Apt Elev	<b>24</b>

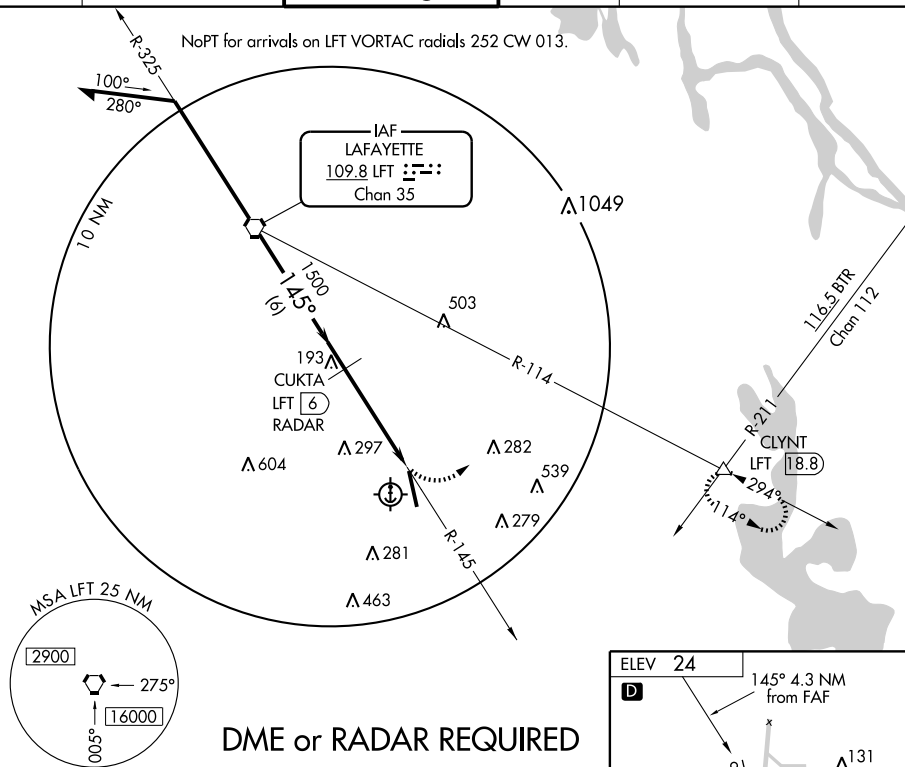
▼ Visibility reduction by helicopters NA. DME or RADAR required. When local altimeter setting not received, use Lafayette altimeter setting and increase all MDA 40 feet and increase visibility S-16 Cat D ½ mile. Inoperative table does not apply.



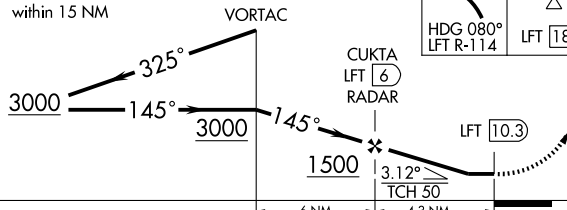
MISSED APPROACH: Climbing left turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/18.8 DME and hold.

ASOS	LAFAYETTE APP CON *	ACADIANA TOWER *	GND CON	CLNC DEL	UNICOM
<b>133.325</b>	<b>121.1 268.7</b>	<b>125.0 (CTAF) 1 239.3</b>	<b>121.7</b>	<b>121.7 122.7 1 *</b>	<b>122.95</b>

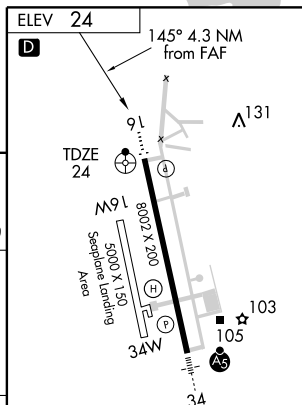
NoPT for arrivals on LFT VORTAC radials 252 CW 013.



Remain within 15 NM



CATEGORY	A	B	C	D	E
S-16	440-1	416 (500-1)	440-1 ¼ 416 (500-1 ¼)	440-1 ½	416 (500-1 ½)
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1 ½ 456 (500-1 ½)	580-2 556 (600-2)	840-3 816 (900-3)



HIRL Rwy 16-34	L				
MIRL Rwy 16W-34W	L *				
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

## AIRPORT DIAGRAM

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)  
AL-609 (FAA)  
NEW ORLEANS, LOUISIANA

ATIS

127.55

NEW ORLEANS TOWER

119.5 254.3

GND CON

121.9 273.525

CLNC DEL

127.2

D

RWY 01-19

S-75, D-180, 2S-175, 2D-380

RWY 06-24

S-75, D-180, 2S-175, 2D-380

RWY 10-28

S-75, D-180, 2S-175, 2D-380

90°16' W

90°15' W

30°01' N

30°00' N

29°59' N

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

HOLDING BAY

FIELD  
ELEV  
4

FBO

105.3°

400 X 150

10104 X 150

CARGO  
AREAFIRE  
STATION

90

TWR  
215

TERMINAL

600 X 150

ELEV  
2ELEV  
2ELEV  
1ELEV  
-2

600 X 150

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

**LOUIS ARMSTRONG NEW ORLEANS INTL** (MSY) 10 W UTC-6(-5DT) N29°59.60' W90°15.48' **NEW ORLEANS**  
 4 B FUEL 100LL, JET A LRA Class I, ARFF Index D NOTAM FILE MSY H-7E, L-21B, 22F, GOMC IAP, AD  
**RWY 10-28:** H10104X150 (CONC-GRVD) S-75, D-180, 2S-175, 2D-380 HIRL CL  
**RWY 10:** ALSF2. TDZL. PAPI(P4R)—GA 2.8° TCH 53'.  
**RWY 28:** MALSR. PAPI(P4R)—GA 3.0° TCH 55'. Thld dspcd 304'. Tree.  
**RWY 01-19:** H7001X150 (CONC-GRVD) S-75, D-180, 2S-175, 2D-380 HIRL CL  
**RWY 01:** LDIN. PAPI(P4L)—GA 3.0° TCH 52'. Road.  
**RWY 19:** MALSR. PAPI(P4L)—GA 3.0° TCH 52'. Road.  
**RWY 06-24:** H3570X150 (ASPH) S-75, D-180, 2S-175, 2D-380 HIRL  
**RWY 06:** Pole. **RWY 24:** Tree.  
**RUNWAY DECLARED DISTANCE INFORMATION**  
**RWY 01:** TORA-7001 TODA-7001 ASDA-7001 LDA-7001  
**RWY 06:** TORA-3570 TODA-3570 ASDA-3570 LDA-3570  
**RWY 10:** TORA-10104 TODA-10104 ASDA-10104 LDA-10104  
**RWY 19:** TORA-7001 TODA-7001 ASDA-7001 LDA-7001  
**RWY 24:** TORA-3570 TODA-3570 ASDA-3570 LDA-3570  
**RWY 28:** TORA-10104 TODA-10104 ASDA-10104 LDA-9800  
**AIRPORT REMARKS:** Attended continuously. Rwy 06-24 CLOSED to taks and lds indef. Flocks of birds on and in/ov arpt. 180 degree and locked wheel turns prohibited on ASPH surface aircraft 12,500 pounds and over. Rwy 01 and Rwy 19 runway visual range touchdown and rollout avbl. Rwy 10 and Rwy 28 runway visual range apch midpoint and rollout avbl. Rwy 10 noise sensitive for dep, avbl for operational necessity. All rws noise sensitive for arrival. Arriving turbojets must make 5 mile final approach to minimize noise. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities and U.S. Special Customs Requirement.  
**WEATHER DATA SOURCES:** ASOS (504) 461-5345. LLWAS.  
**COMMUNICATIONS:** D-ATIS 127.55 (504) 471-4417 **UNICOM** 122.95  
**NEW ORLEANS APP/DEP CON** 133.15 (N and E) 123.85 (SE and S) 125.5 (W)  
**TOWER** 119.5 **GND CON** 121.9 **CLNC DEL** 127.2 **PRE TAXI CLNC** 127.2  
**AIRSPACE:** CLASS B: See VFR Terminal Area Chart.  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSY.  
**RESERVE (L) VOR/DME** 110.8 RQR Chan 45 N30°05.25' W90°35.32' 106° 18.1 NM to fld. 5/2E.  
**KINTE NDB (HW/LOM)** 338 MS N30°01.51' W90°23.99' 102° 7.6 NM to fld.  
**ILS** 109.9 I-MSY Chan 36 Rwy 10. Class IIIIE. LOM KINTE NDB.  
**ILS/DME** 111.7 I-JFI Chan 54 Rwy 01. Class IB.  
**ILS/DME** 111.7 I-ONW Chan 54 Rwy 19. LOC only.  
**ILS/DME** 109.9 I-HOX Chan 36 Rwy 28. Class IT.  
**ASR**

**NEW ORLEANS DOWNTOWN HELIPORT** (7N0) 0 N UTC-6(-5DT) N29°57.16' W90°04.96' **NEW ORLEANS**

30 FUEL JET A NOTAM FILE DRI

**HELIPAD H1:** H80X80 (CONC)

**HELIPAD REMARKS:** Attended continuously. Helipad H1 200' lgtd twr 1000' south southwest, 500' buildings 700' east northeast, 350' building 375' southeast, and 1100' south of helipad. Helipad H1 PVASI with a 8.5° glide angle. Helipad H1 ingress 210° for west apch, 070° for east apch. Helipad H1 rooftop of parking garage. Landing fee. Landing fee waived with fuel purchase. ACTIVATE PVASI Helipad H1—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 133.1 (504) 525-1711.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

## AWDAD SIX ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA

SC-4, 21 OCT 2010 to 18 NOV 2010

NEW ORLEANS APP CON  
125.5 350.35  
LOUIS ARMSTRONG NEW  
127.55

BATON ROUGE TRANSITION (BTR.AWDAD6): From over BTR VORTAC via BTR R-135 to AWDAD INT. Thence. . . .  
 LAFAYETTE TRANSITION (LFT.AWDAD6): From over LFT VORTAC via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .  
 LAKE CHARLES TRANSITION (LCH.AWDAD6): From over LCH VORTAC via LCH R-080 and LFT R-264 to LFT VORTAC then via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .  
 . . . . . from over AWDAD INT via RQR R-273 to VOODO INT. Thence. . . .  
 LANDING LOUIS ARMSTRONG RWY 10: Intercept I-MSY localizer and expect clearance for ILS RWY 10 approach.  
 LANDING OTHER: Expect vectors to final approach course.

NOTE: Chart not to scale

AWDAD  
N30° 06.99'  
W90° 57.13'

## TURBOJET VERTICAL NAVIGATION

## PLANNING INFORMATION


Landing other than Louis Armstrong New Orleans Intl).

BATON ROUGE  
116.5 BTR  $\frac{\dots}{\dots}$   
Chan 112  
N30°29.11' -W91°17.64'

# TURBOJET VERTICAL NAVIGATION

## PLANNING INFORMATION

EXPECTATIONS FOR CONSTRUCTION  
Expect clearance to cross at or below FL 230.

LAKE CHARLES  
113.4 LCH   
Chan 81  
N30°08.49' -W93°06.33'

LAFAYETTE  
109.8 LFT :--:  
Chan 35  
N30°11.63' -W91°59.55'

TIBBY  
112.0 TBD  
Chan 57

LOCALIZER 109.9  
I-MSY  
Chan 36

RESERVE  
110.8 RQR  
Chan 45

VOODO  
N30°05.79'  
W90°42.00'

 LAKEFRONT

LOUIS ARMSTRONG  
NEW ORLEANS INTL

SC-4. 21 OCT 2010 to 18 NOV 2010

## AWDAD SIX ARRIVAL

(AWDAD. AWDAD6) 08045

NEW ORLEANS, LOUISIANA



LOC/DME I-JFI Chan <b>54</b>	APP CRS <b>013°</b>	Rwy Idg TDZE Apt Elev	<b>7001</b> <b>3</b> <b>4</b>
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# ILS or LOC RWY 1

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)



ASR

Autopilot coupled approach NA below 636.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via RQR R-082 to SNAKI Int/RQR 36.6 DME and hold.

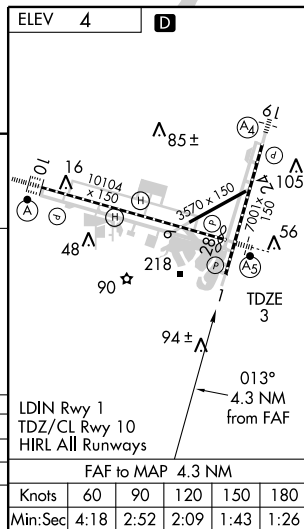
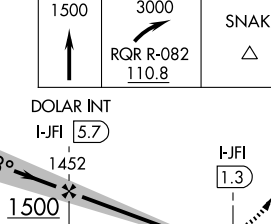
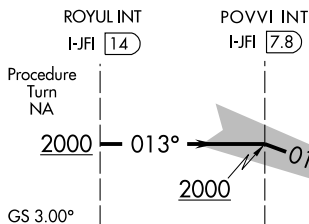
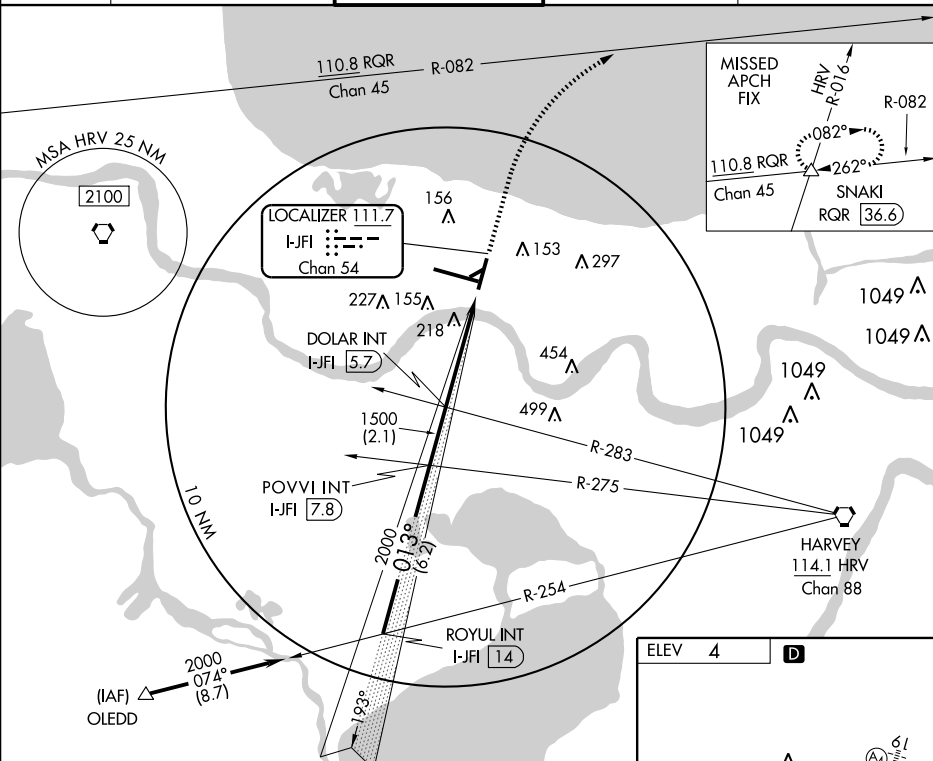
ATIS  
**127.55**

NEW ORLEANS APP CON  
**123.85 256.9**

NEW ORLEANS TOWER  
**119.5 254.3**

GND CON  
**121.9 273.525**

CLNC DEL  
**127.2**



CATEGORY	A	B	C	D
S-ILS 1	381/60 378 (400-1¼)			
S-LOC 1	420/50	417 (500-1)	420/60	417 (500-1¼)
CIRCLING	520-1¼	516 (600-1¼)	520-1½	580-2
			516 (600-1½)	576 (600-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

## ILS or LOC RWY 10

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

LOC I-MSY **109.9**  
Chan **36**

APP CRS **103°**

Rwy Idg **10104**  
TDZE **4**  
Apt Elev **4**

▼ # 49 MSL pole located 793 feet right of Rwy 10 centerline.



MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold. #

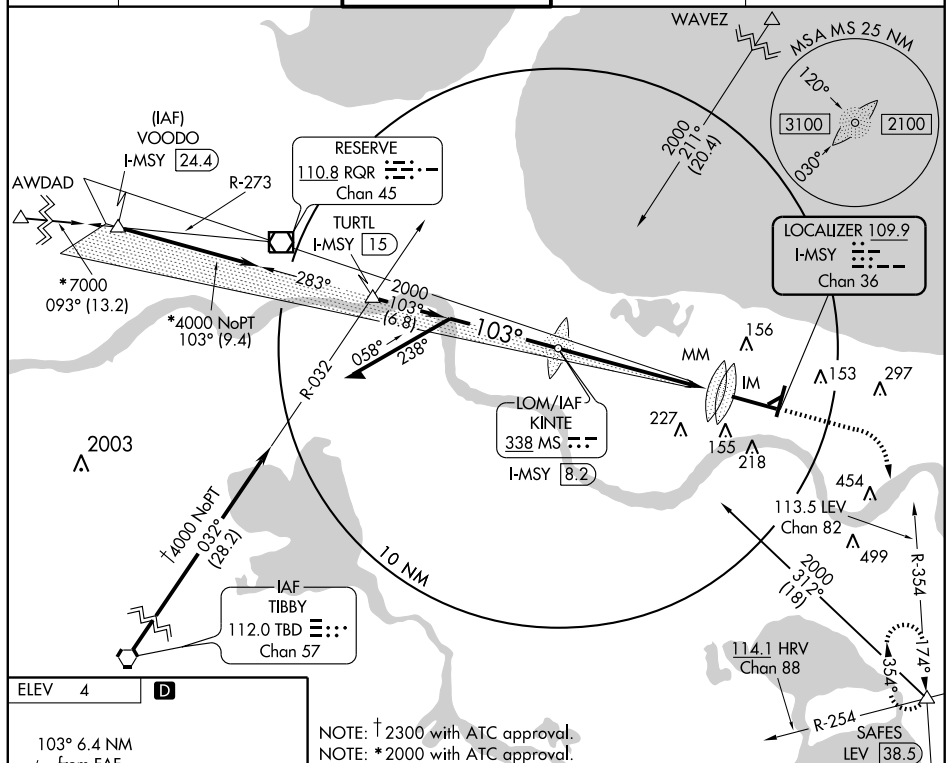
ATIS  
**127.55**

NEW ORLEANS APP CON  
**123.85 256.9**

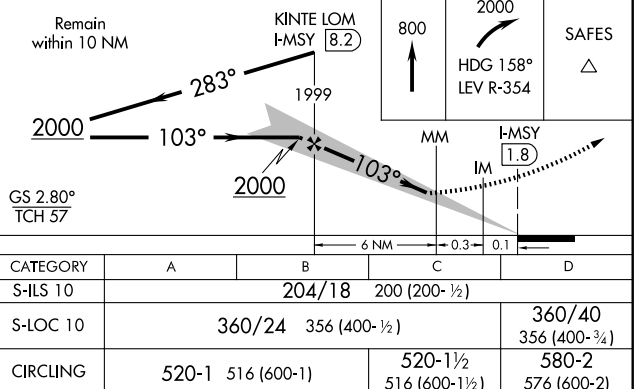
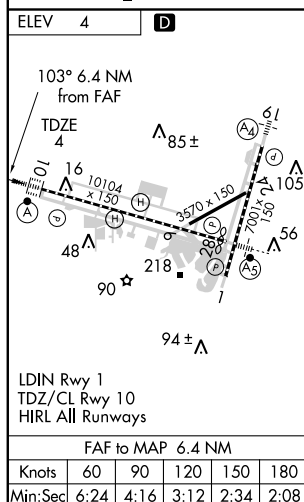
NEW ORLEANS TOWER  
**119.5 254.3**

GND CON  
**121.9 273.525**

CLNC DEL  
**127.2**



NOTE: † 2300 with ATC approval.  
NOTE: \* 2000 with ATC approval.

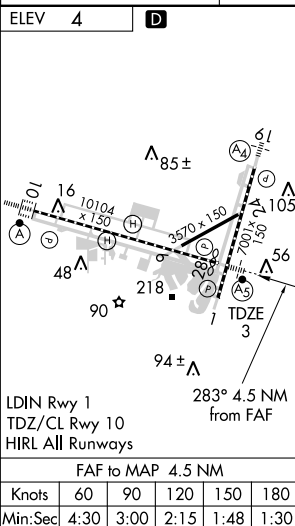
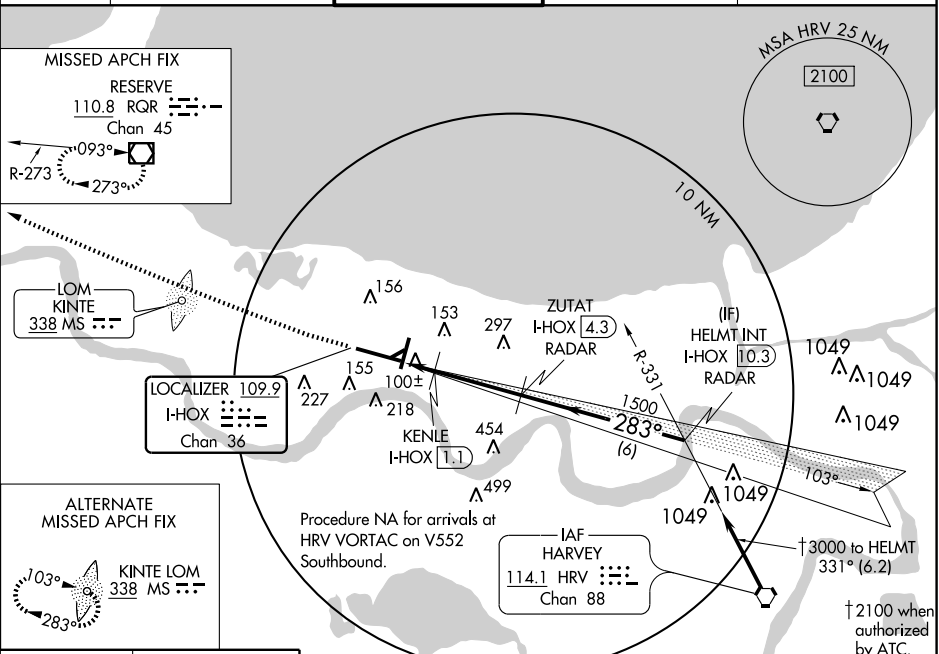


LOC/DME I-HOX <b>109.9</b> Chan <b>36</b>	APP CRS <b>283°</b>	Rwy Idg TDZE Apt Elev <b>9800</b> <b>3</b> <b>4</b>
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# NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

## ILS or LOC RWY 28

<div><div><div><div><div></div><div>ASR</div></div><div>DME or RADAR Required.</div></div></div><div><div><div>MALSR</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></di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NEW ORLEANS, LOUISIANA


Amdt 8 23SEP10

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

30°00' N-90°15' W

ILS or LOC RWY 28

SC-4, 21 OCT 2010 to 18 NOV 2010

ELEV <b>4</b>	<b>D</b>	<b>600</b> <b>3000</b> <b>RQR</b> 	<b>VGSI and ILS Glidepath</b> not coincident.	<b>HELMT INT</b> <b>I-HOX [10.3]</b> <b>RADAR</b>	<b>†2100 when authorized by ATC.</b> <b>Procedure Turn NA</b>
<b>LOC only.</b> <b>I-HOX DME ANTENNA</b> <b>I-HOX [0.2]</b> <b>KENLE I-HOX [1.1]</b> <b>ZUTAT I-HOX [4.3]</b> <b>RADAR</b> <b>1500</b> <b>283°</b> <b>3000†</b> <b>GS 3.00°</b> <b>TCH 52</b>	<b>1.3 NM</b> <b>3.2 NM</b> <b>6 NM</b>	<b>440*</b> <b>1500</b>	<b>283°</b> <b>3000†</b>	<b>3000†</b> <b>GS 3.00°</b> <b>TCH 52</b>	<b>†2100 when authorized by ATC.</b> <b>Procedure Turn NA</b>
<b>CATEGORY</b> <b>S-ILS 28</b> <b>S-LOC 28</b> <b>CIRCLING</b>	<b>A</b> <b>203/24</b> <b>440/24</b> <b>520-1</b>	<b>B</b> <b>200 (200-½)</b> <b>437 (500-½)</b> <b>516 (600-1)</b>	<b>C</b> <b>440/40</b> <b>520-1½</b> <b>516 (600-½)</b>	<b>D</b> <b>440/50</b> <b>580-2</b> <b>576 (600-2)</b>	
<b>KENLE FIX MINIMUMS</b> <b>S-LOC 28</b> <b>CIRCLING</b>	<b>360/24</b> <b>520-1</b>	<b>357 (400-½)</b> <b>516 (600-1)</b>	<b>360/40</b> <b>520-1½</b> <b>516 (600-½)</b>	<b>357 (400-¾)</b> <b>580-2</b> <b>576 (600-2)</b>	

LDIN Rwy 1  
TDZ/CL Rwy 10  
HURL All Runways

**283° 4.5 NM**  
**from FAF**

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

LOC I-MSY <b><u>109.9</u></b> Chn <b>36</b>	APP CRS <b>103°</b>	Rwy Idg <b>10104</b> TDZE <b>4</b> Apt Elev <b>4</b>
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**ILS RWY 10 (CAT II)**  
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

**T** #49 MSL pole located 793 feet right of Rwy 10 centerline.

ALSF2

**MISSED APPROACH:** Climb to 800, then climbing right turn to 2000  
via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold. #

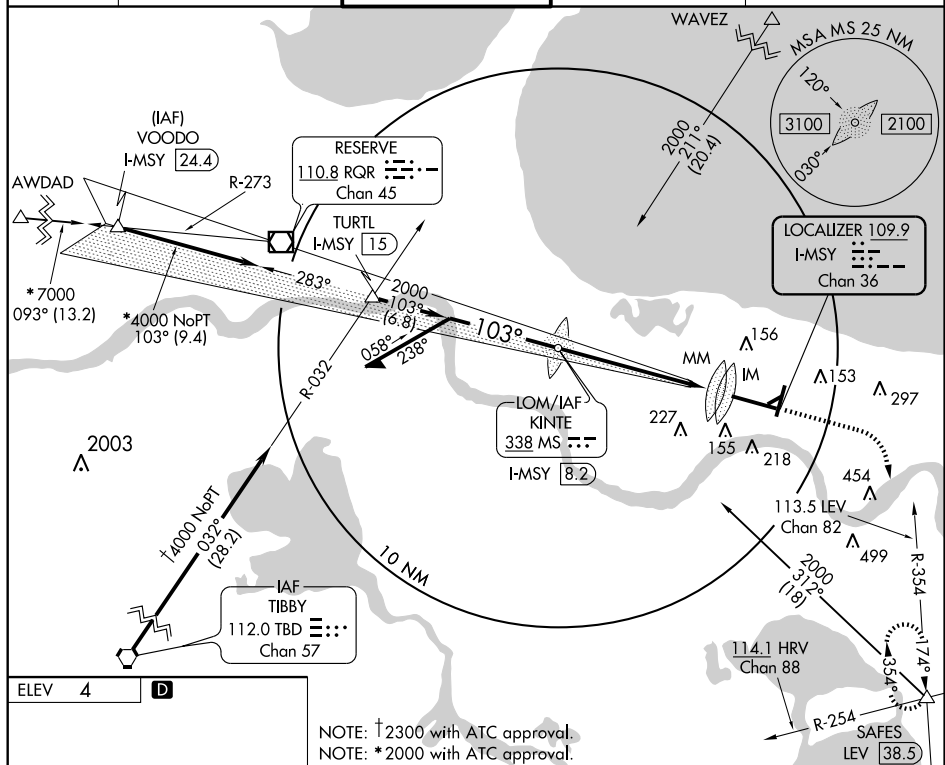
ATIS  
**127.55**

NEW ORLEANS APP CON  
123.85 256.9

NEW ORLEANS TOWER  
119.5 254.3

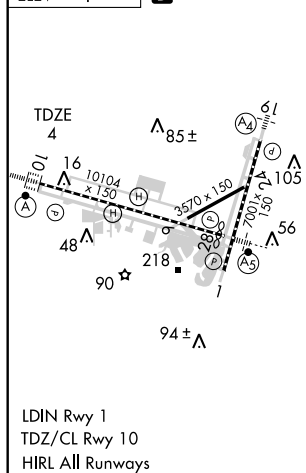
GND CON  
**121.9 273.525**

CLNC DEL  
**127.2**

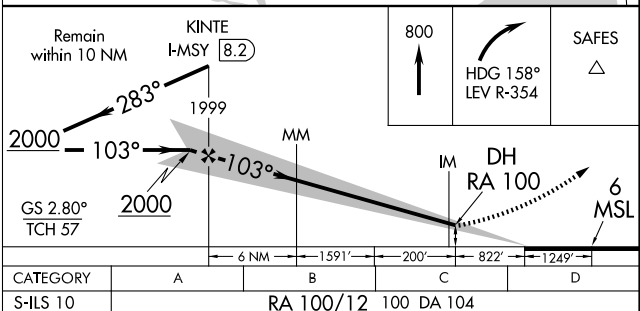


ELEV 4

**D**



NOTE: †2300 with ATC approval.  
NOTE: \*2000 with ATC approval.



CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

NEW ORLEANS, LOUISIANA  
Amdt 2B 10154

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)  
30°00'N-90°15'W ILS RWY 10 (CAT II)

ILS RWY 10 (CAT II)

SC-4. 21 OCT 2010 to 18 NOV 2010

LOC I-MSY <b>109.9</b> Chan <b>36</b>	APP CRS <b>103°</b>	Rwy Idg <b>10104</b> TDZE <b>4</b> Apt Elev <b>4</b>
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**ILS RWY 10 (CAT III)**  
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

**T** #49 MSL pole located 793 feet right  
ASR of Rwy 10 centerline.

ALSF2



**MISSED APPROACH:** Climb to 800, then climbing right turn to 2000 via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold.#

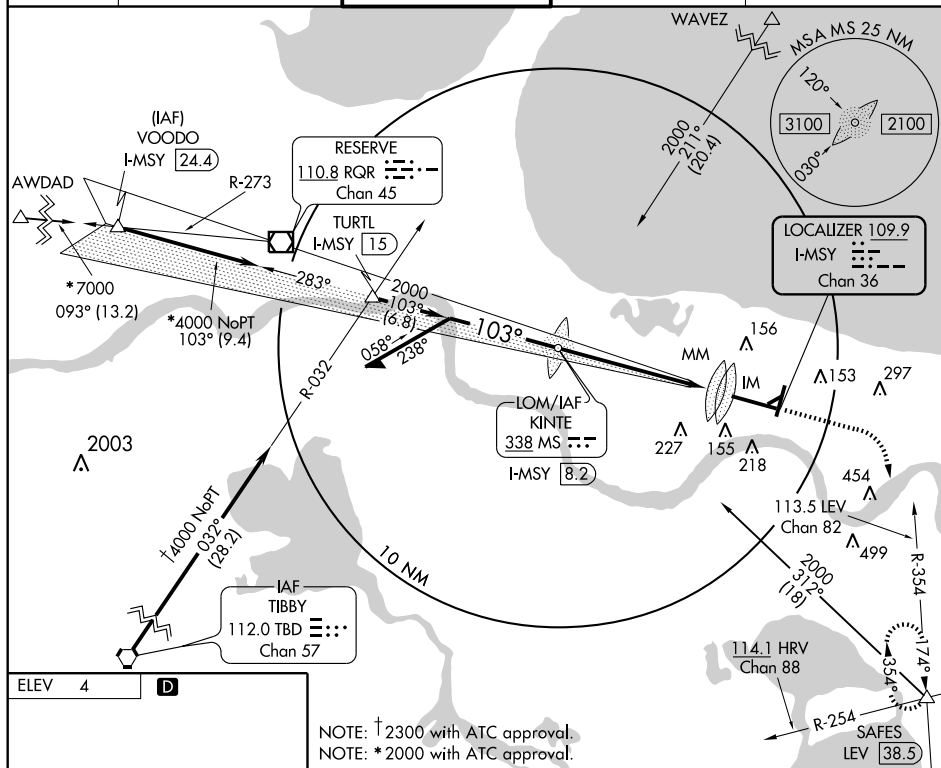
ATIS  
**127.55**

NEW ORLEANS APP CON  
123.85 256.9

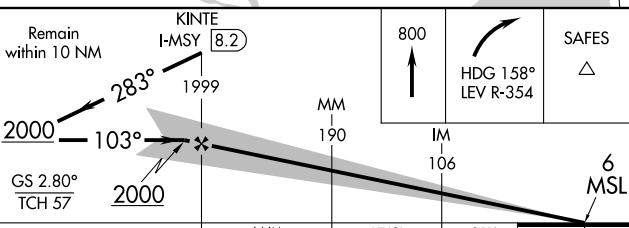
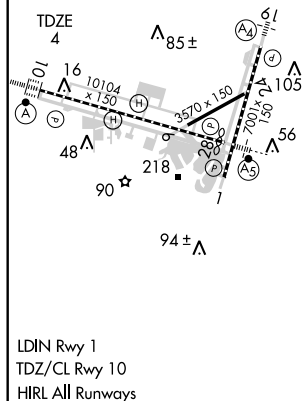
NEW ORLEANS TOWER  
119.5 254.3

GND CON  
**121.9 273.525**

CLNC DEL  
**127.2**



NOTE: † 2300 with ATC approval.  
NOTE: \* 2000 with ATC approval.



CATEGORY	A	B	C	D
S-ILS 10		CAT IIIa	RVR 07	
S-ILS 10		CAT IIIb	RVR 06	
S-ILS 10		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

NEW ORLEANS, LOUISIANA  
Amdt 2B 10154

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)  
30°00'N-90°15'W **ILS RWY 10** (CAT III)

ILS RWY 10 (CAT III)

LOC/DME I-ONW <u>111.7</u> Chgn <b>54</b>	APP CRS <b>193°</b>	Rwy Idg <b>7001</b> TDZE <b>0</b> Apt Elev <b>4</b>
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LOC RWY 19  
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

LOC RWY 19

**T** Visibility reduction by helicopters NA  
**A** Inoperative table does not apply to  
ASR S-LOC 19 Cat C.

MALS

(A<sub>4</sub>) - - -

**MISSED APPROACH:** Climb to 1300 then climbing left turn to 2000 via heading 180° and RQR VOR/DME R-123 to SAFES INT/RQR 28 DME and hold.

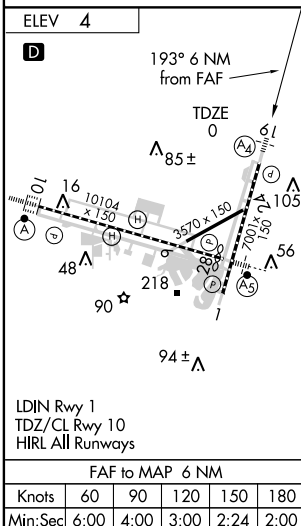
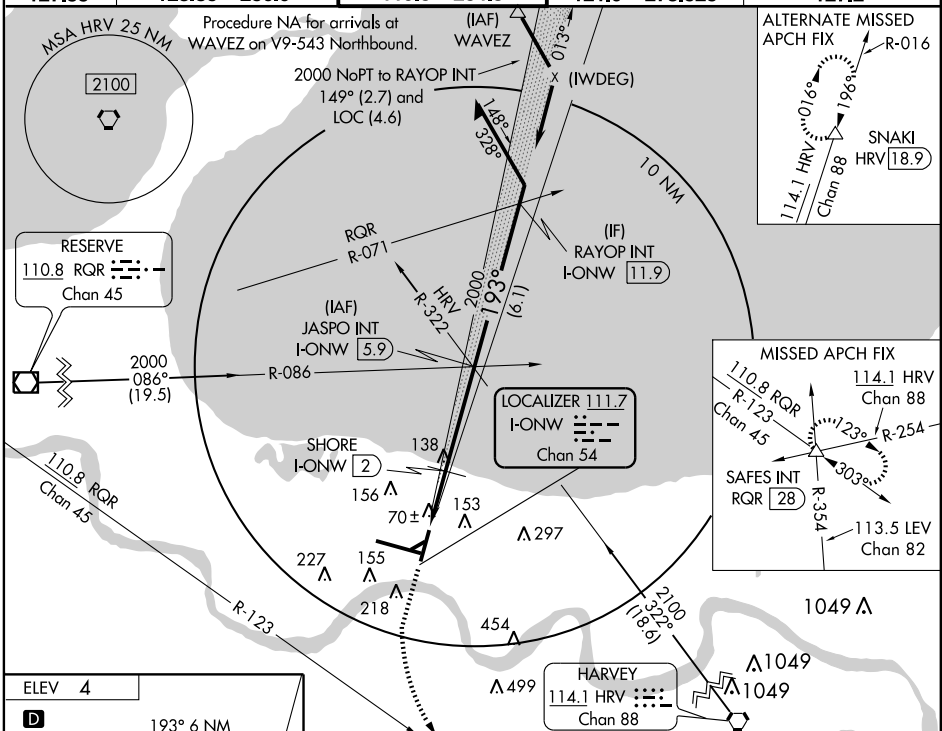
ATIS  
**127.55**

NEW ORLEANS APP CON  
123.85 256.9

NEW ORLEANS TOWER  
119.5 254.3

GND CON	
21.9	273.525

CLNC DEL  
**127.2**



CATEGORY	A	B	C	D
S-19	700/40	700 (700-¾)	700-2 700 (700-2)	700-2¼ 700 (700-2 ¼)
CIRCLING	700-1	696 (700-1)	700-2 696 (700-2)	700-2¼ 696 (700-2 ¼)

**SHORE FIX MINIMUMS**

S-19	340/40	340 (400-¾)	340/50 340 (400-1)
CIRCLING	520-1	516 (600-1)	520-1½ 516 (600-1½) 580-2 576 (600-2)

NEW ORLEANS, LOUISIANA

Amdt 2 23SEP10

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

30°00'N-90°15'W

LOC RWY 19

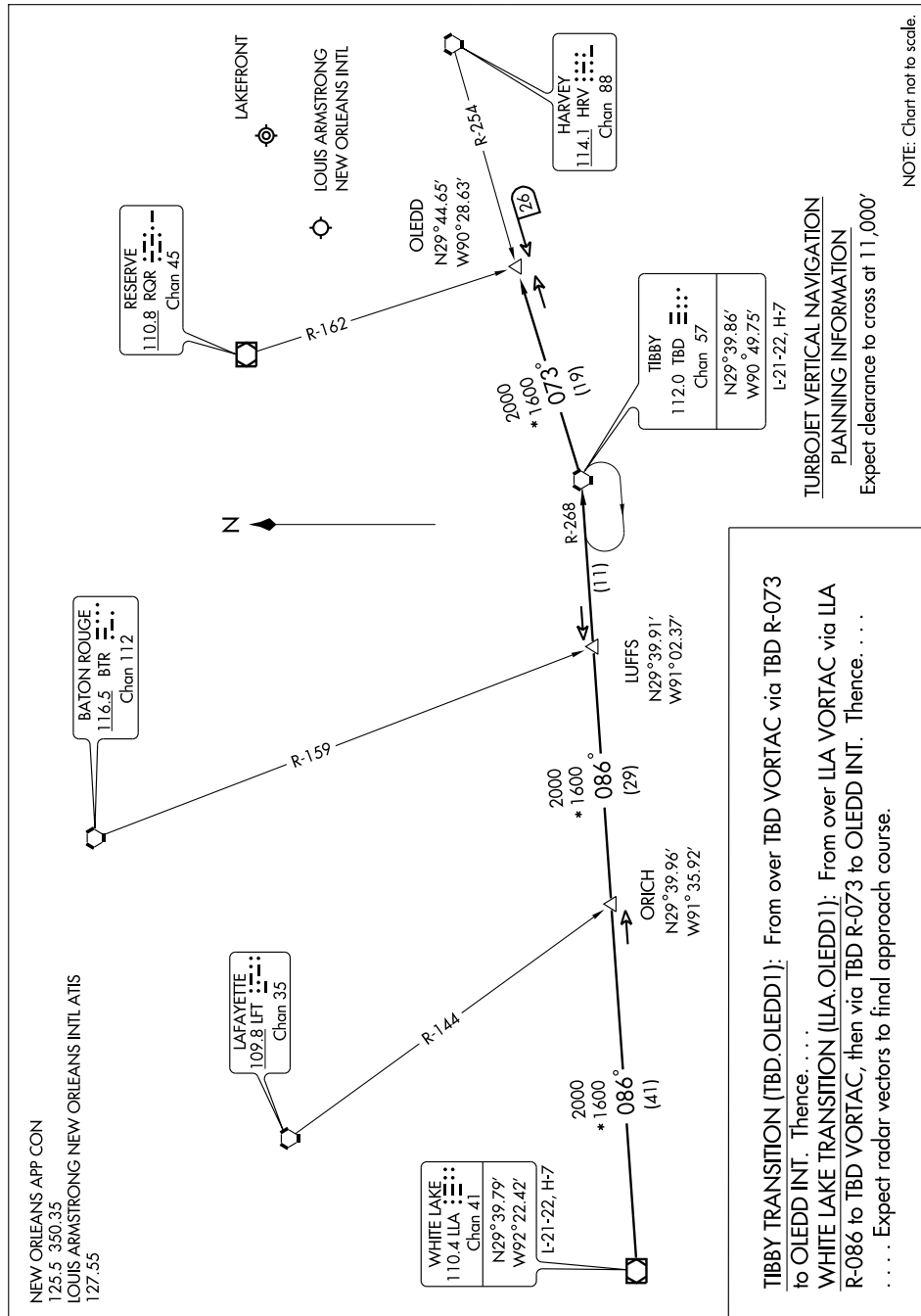
SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4. 21 OCT 2010 to 18 NOV 2010

## OLEDD ONE ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA



## OLEDD ONE ARRIVAL

NEW ORLEANS, LOUISIANA

APP CRS <b>013°</b>	Rwy Idg <b>7001</b>
	TDZE <b>3</b>
	Apt Elev <b>4</b>

# RNAV (GPS) RWY 1

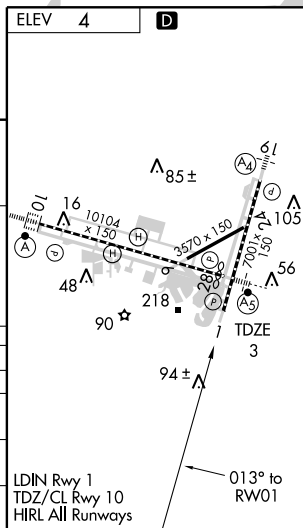
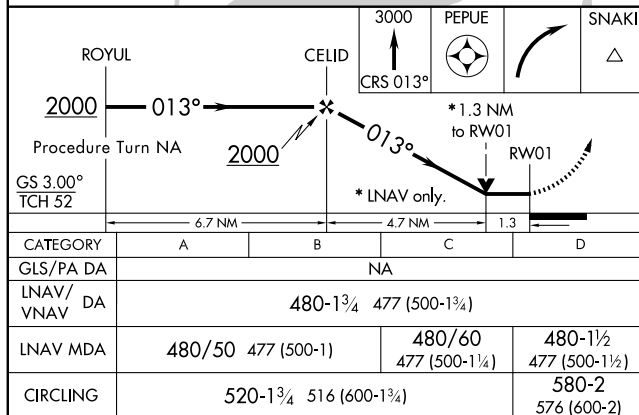
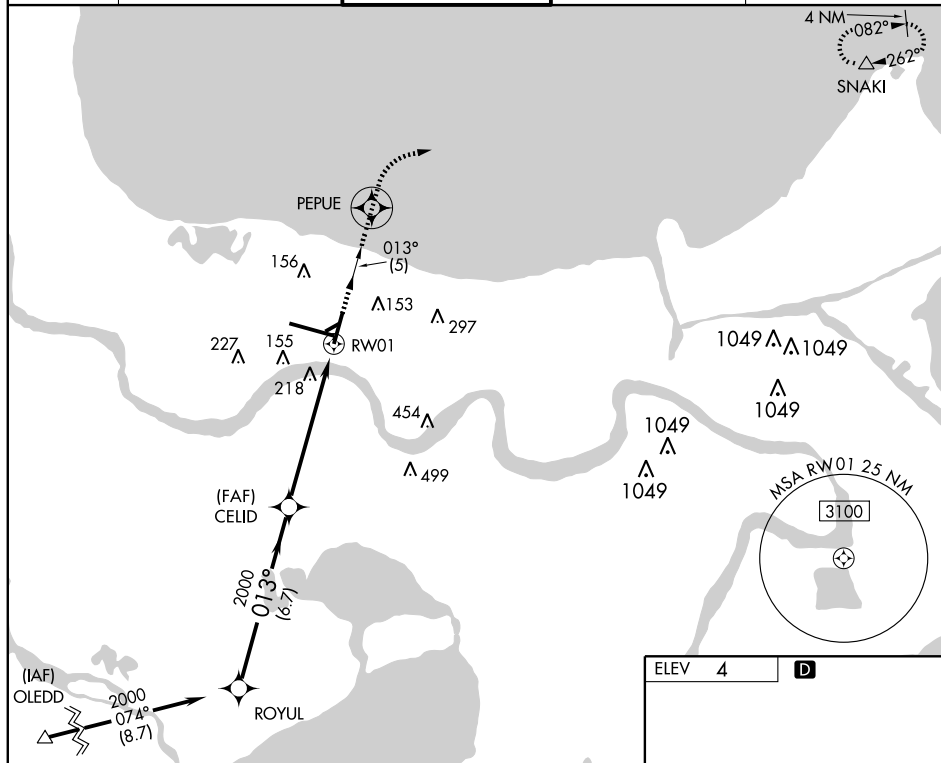
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)



GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
BARO/VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 3000 via 013° course to PEPUE then right turn direct SNAKI and hold.

ATIS <b>127.55</b>	NEW ORLEANS APP CON <b>123.85 256.9</b>	NEW ORLEANS TOWER <b>119.5 254.3</b>	GND CON <b>121.9 273.525</b>	CLNC DEL <b>127.2</b>
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WAAS CH <b>61319</b> <b>W10A</b>	APP CRS <b>103°</b>	Rwy Idg <b>10104</b> TDZE <b>4</b> Apt Elev <b>4</b>
--	------------------------	--

## RNAV (GPS) Y RWY 10

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)



For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
-15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

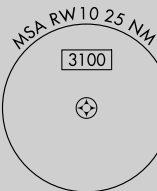
ALSF-2



MISSED APPROACH: Climb to  
2000 direct ZUBEL and on track  
192° to SAFES and hold.

ATIS <b>127.55</b>	NEW ORLEANS APP CON <b>123.85 256.9</b>	NEW ORLEANS TOWER <b>119.5 254.3</b>	GND CON <b>121.9 273.525</b>	CLNC DEL <b>127.2</b>
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Procedure NA for arrivals on RQR VOR/DME  
airway radials 055 CW 082.



(IAF)  
RESERVE  
RQR



2000

119°

(3.8)

(IF)  
FIGUR

2000

103°

(7.2)

(FAF)  
KUSTE

2000

103°

(7.2)

WEKTA

1.3 NM to  
RW10

65±

66±

156

227

155

218

454

499

738

192°

ZUBEL

SAFES

354°

174°

4 NM

192°

ZUBEL

SAFES

354°

174°

4 NM

192°

ZUBEL

SAFES

354°

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4 NM

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WAAS CH <b>40007</b> <b>W19A</b>	APP CRS <b>194°</b>	Rwy Idg <b>7001</b> TDZE <b>0</b> Apt Elev <b>4</b>
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# RNAV (GPS) Y RWY 19

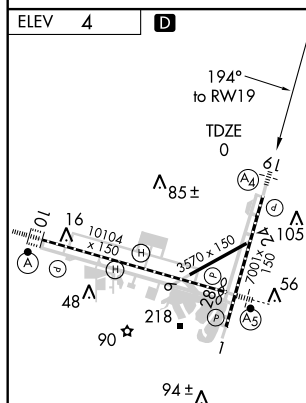
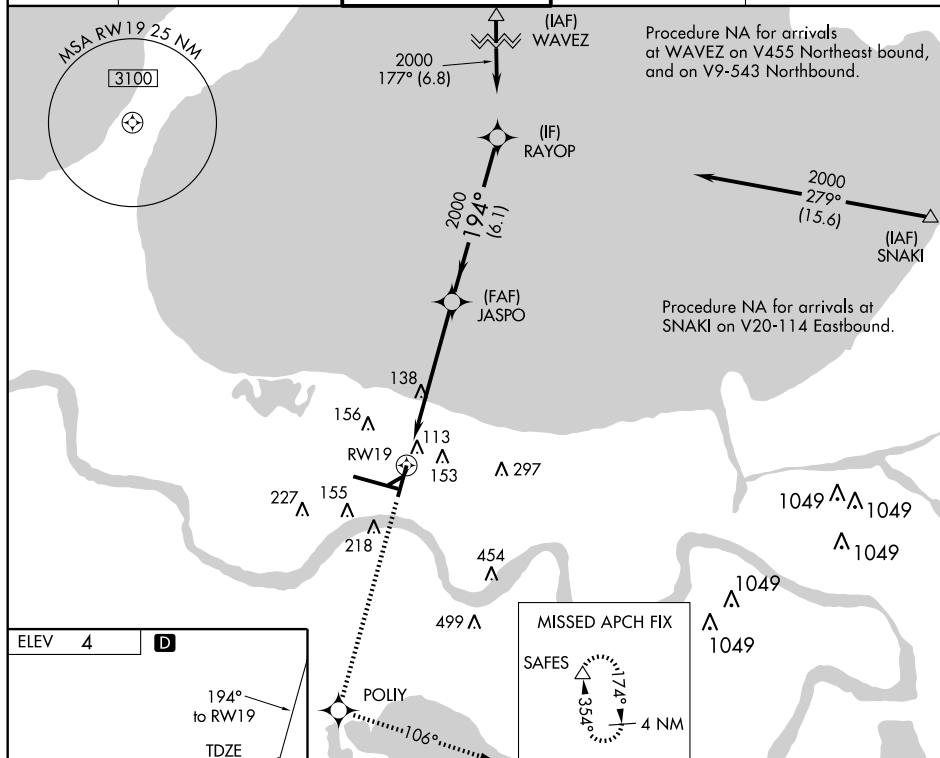
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

**▼** Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.  
 ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
 -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.  
 Visibility reduction by helicopters NA.



MISSED APPROACH: Climb to 2000  
 direct POLIY and on track 106° to  
 SAFES and hold.

ATIS <b>127.55</b>	NEW ORLEANS APP CON <b>123.85 256.9</b>	NEW ORLEANS TOWER <b>119.5 254.3</b>	GND CON <b>121.9 273.525</b>	CLNC DEL <b>127.2</b>
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LDIN Rwy 1  
 TDZ/CL Rwy 10  
 HIRL All Runways

2000	POLIY	tr 106°	SAFES	JASPO	RAYOP	Procedure Turn NA
* LNAV only.	* 1.2 NM to RWY 19					
	1.2 NM	4.8 NM	6.1 NM			
CATEGORY	A	B	C	D		
LPV DA		250/40	250 (300-¾)			
LNAV/VNAV DA		413-1½	413 (500-1½)			
LNAV MDA	440/40	440 (500-¾)	440/60 440 (500-1½)	440-1½ 440 (500-1½)		
CIRCLING	520-1	516 (600-1)	520-1½ 516 (600-1½)	580-2 576 (600-2)		

NEW ORLEANS, LOUISIANA  
 Amdt 2 23SEP10

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)  
 30°00'N-90°15'W

# RNAV (GPS) Y RWY 19

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>49006</b> <b>W28A</b>	APP CRS <b>284°</b>	Rwy Idg TDZE Apt Elev	<b>9800</b> <b>3</b> <b>4</b>
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# RNAV (GPS) Y RWY 28

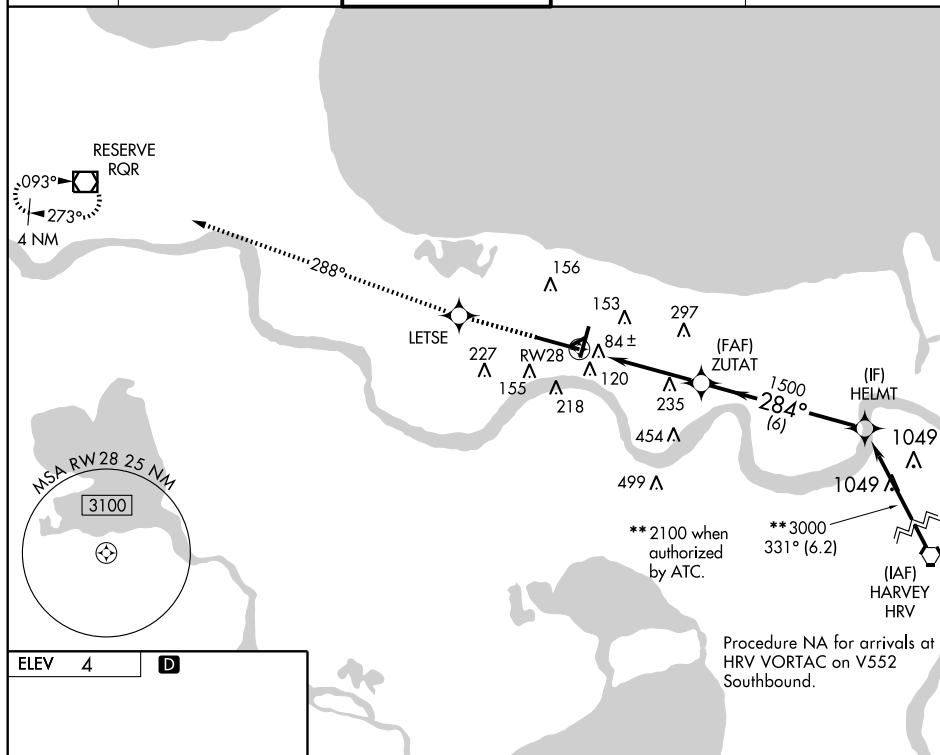
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

**ASR** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.



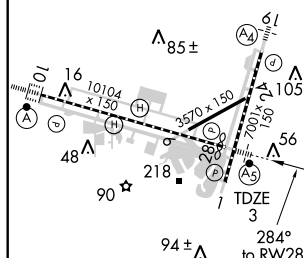
**MISSED APPROACH:** Climb to 3000 direct LETSE and on track 288° to RQR VOR/DME and hold.

ATIS <b>127.55</b>	NEW ORLEANS APP CON <b>123.85 256.9</b>	NEW ORLEANS TOWER <b>119.5 254.3</b>	GND CON <b>121.9 273.525</b>	CLNC DEL <b>127.2</b>
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ELEV 4

D



LDIN Rwy 1  
TDZ/CL Rwy 10  
HIRL All Runways

NEW ORLEANS, LOUISIANA

Amdt 2 23SEP10

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

30°00'N-90°15'W

RNAV (GPS) Y RWY 28

SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	<b>10104</b>
<b>103°</b>	TDZE	<b>4</b>
	Apt Elev	<b>4</b>

**RNAV (RNP) Z RWY 10**

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

**ASR** GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 49°C (120°F). For inoperative ALSF-2, increase RNP 0.14 visibility all Cats to RVR 5000 and increase RNP 0.30 visibility all Cats to RVR 6000.

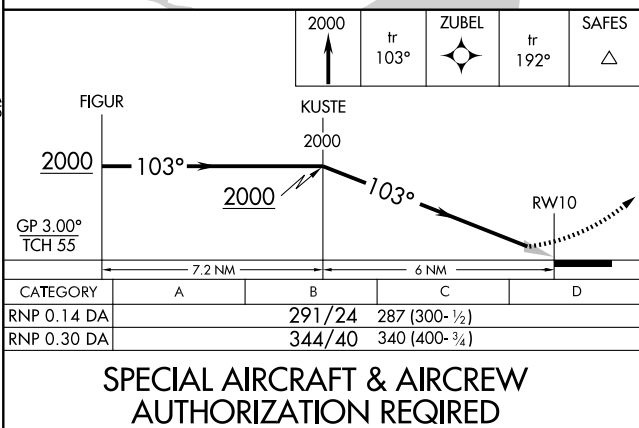
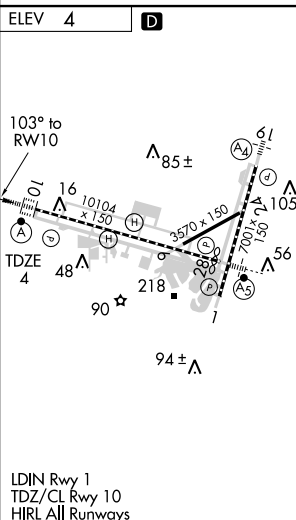
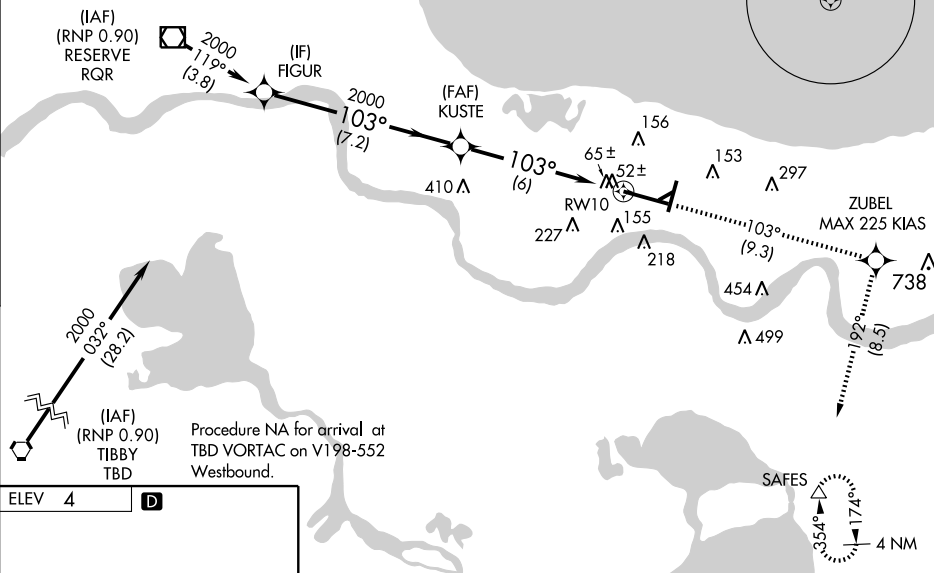
ALSF-2



**MISSED APPROACH:** Climb to 2000 on track 103° to ZUBEL and track 192° to SAFES and hold (maintain 225 KTS to ZUBEL).

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
<b>127.55</b>	<b>123.85 256.9</b>	<b>119.5 254.3</b>	<b>121.9 273.525</b>	<b>127.2</b>

Procedure NA for arrival on RQR VOR/DME airway radials 055 CW 082.



APP CRS	Rwy Idg	<b>7001</b>
<b>194°</b>	TDZE	<b>0</b>
	Apt Elev	<b>4</b>

**RNAV (RNP) Z RWY 19**

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

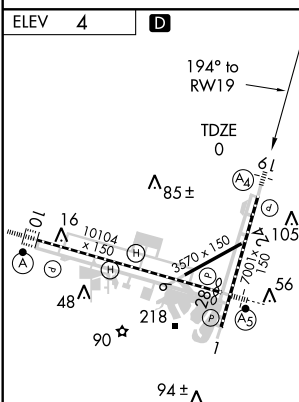
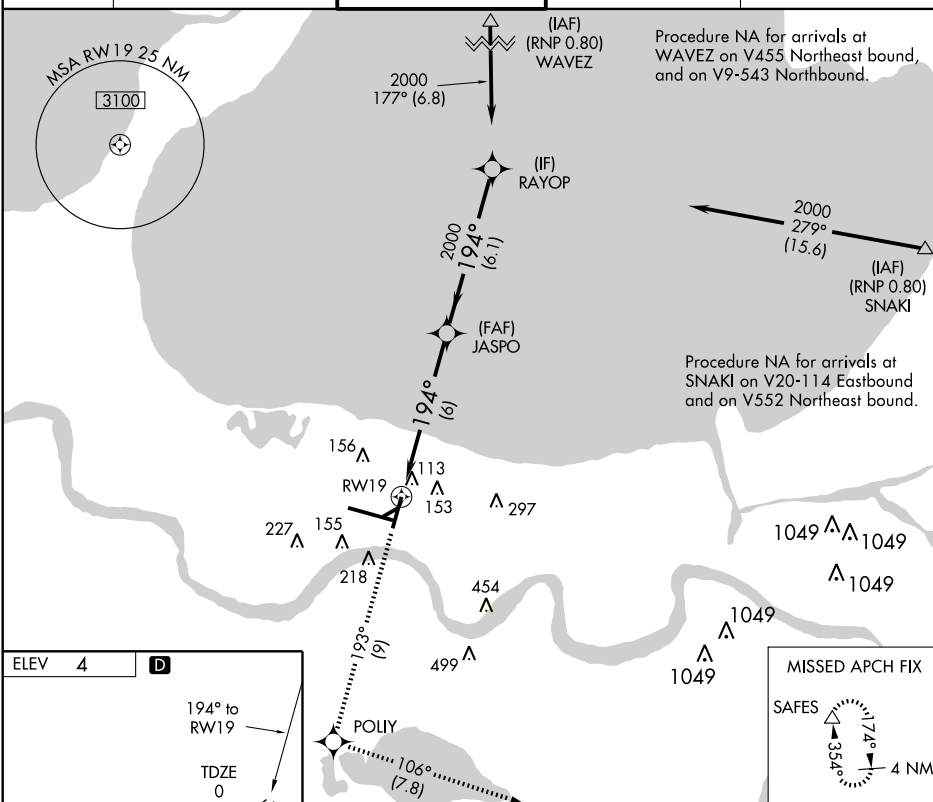
**GPS Required.** For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 49°C (120°F). For inoperative MALS, increase RNP 0.26 and RNP 0.30 visibility all Cats to 1½.

MALS



**MISSED APPROACH:** Climb to 2000 on track 193° to POLIY and track 106° to SAFES and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
<b>127.55</b>	<b>123.85 256.9</b>	<b>119.5 254.3</b>	<b>121.9 273.525</b>	<b>127.2</b>



2000	tr 193°	POLIY	tr 106°	SAFES	JASPO	RAYOP
2000					2000	2000
					GP 3.00°	TCH 52
					6 NM	6.1 NM
CATEGORY	A	B	C	D		
RNP 0.26 DA		397/50	397 (400-1)			
RNP 0.30 DA		413/60	413 (500-1½)			

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

APP CRS	Rwy Idg	<b>9800</b>
<b>284°</b>	TDZE	<b>3</b>
	Apt Elev	<b>4</b>

## RNAV (RNP) Z RWY 28

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

**T** GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 48°C (119°F).  
**ASR** For inoperative MALSR, increase RNP 0.30 visibility all Cats to RVR 6000.

MALSR

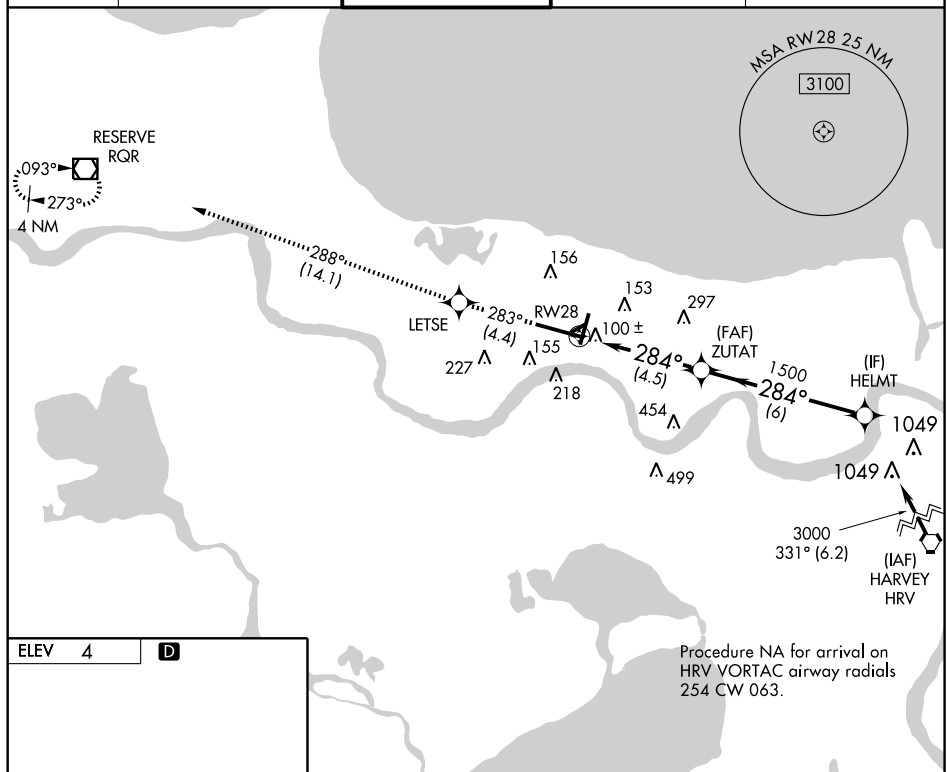
**MISSED APPROACH:** Climb to 3000 on track 283° to LETSE and on track 288° to RQR VOR/DME and hold.

ATIS  
**127.55**

NEW ORLEANS APP CON  
123.85 256.9

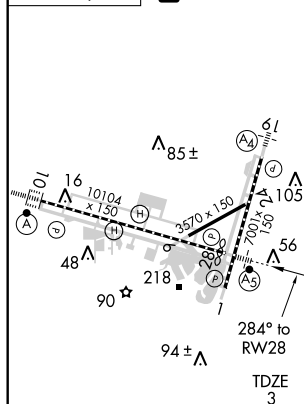
NEW ORLEANS TOWER  
119.5 254.3

GND CON  
121.9 273.525

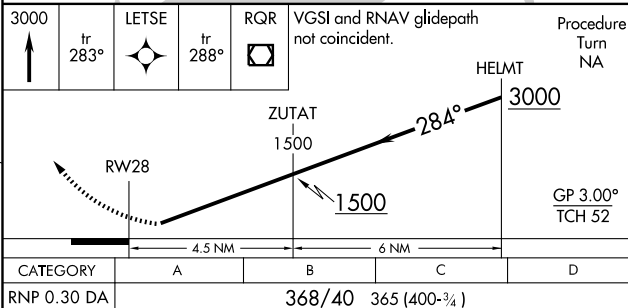
CLNC DEL  
127.2

ELEV 4

D



LDIN Rwy 1  
TDZ/CL Rwy 10  
HIRL All Runways



**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

NEW ORLEANS, LOUISIANA  
Orig 23SEP10

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)  
30°00'N-90°15'W **PNLV (PNP) 7 PWV 28**

RNAV (RNP) Z RWY 28

SC-4. 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

## RYTHM THREE ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON

133.15 290.3

125.5 350.35

LOUIS ARMSTRONG NEW ORLEANS INTL ATIS

127.55

NATCHEZ  
110.0 HEZ   
Chan 37  
N31°37.09' -W91°17.98'  
L-22, H-6

MERIDIAN  
117.0 MEI   
Chan 117  
N32°22.71' -W88°48.26'  
L-18, H-6

McCOMB  
116.7 MCB   
Chan 114  
N31°18.27' -W90°15.49'  
L-21-22, H-6

BLEUZ  
N31°40.14'  
W89°29.35'

EATON  
110.6 LBY   
Chan 43  
N31°25.12'  
W89°20.26'  
L-22

ZYDCO  
N30°53.26'  
W90°13.65'

FOILS  
N30°41.26'  
W90°12.77'

RYTHM  
N30°32.41' -W90°12.13'

### TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

250K IAS Expect clearance  
to cross at 11,000'.

RESERVE  
110.8 RQR   
Chan 45

LOCALIZER 111.7  
I-ONW   
Chan 54

LAKEFRONT

LOUIS ARMSTRONG  
NEW ORLEANS INTL

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## RYTHM THREE ARRIVAL

(RYTHM.RYTHM3) 10210

NEW ORLEANS, LOUISIANA

SC-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

EATON TRANSITION (LBY.RYTHM3): From over LBY VORTAC via LBY R-216 to RYTHM INT. Thence. . . .

McCOMB TRANSITION (MCB.RYTHM3): From over MCB VORTAC via MCB R-173 to RYTHM INT. Thence. . . .

MERIDIAN TRANSITION (MEI.RYTHM3): From over MEI VORTAC via MEI R-215 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .

NATCHEZ TRANSITION (HEZ.RYTHM3): From over HEZ VOR/DME via HEZ R-125 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .

. . . . From over RYTHM INT via MCB R-173 to WAVEZ INT. Thence. . . .

LANDING LOUIS ARMSTRONG RWY 19: Intercept I-ONW localizer course and expect clearance for LOC Rwy approach.

LANDING OTHER: Expect vectors to final approach course.

SC-4, 21 OCT 2010 to 18 NOV 2010

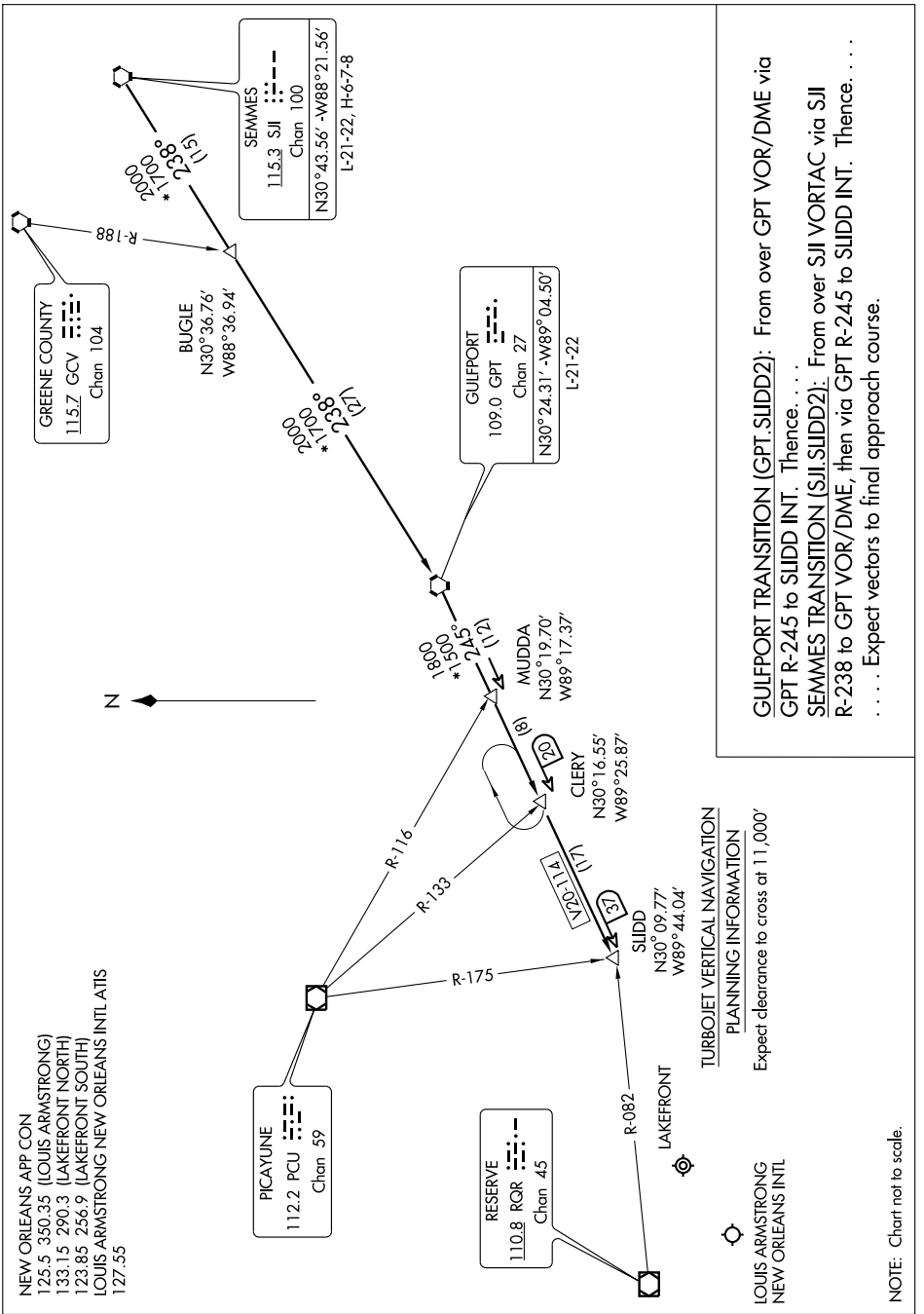
SC-4, 21 OCT 2010 to 18 NOV 2010



SLIDD TWO ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA



SLIDD TWO ARRIVAL

NEW ORLEANS, LOUISIANA

VOR/DME RQR	APP CRS	Rwy Idg	<b>10104</b>
<u><b>110.8</b></u>	<b>107°</b>	TDZE	<b>4</b>
Chan <b>45</b>		Apt Elev	<b>4</b>

VOR/DME RWY 10  
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)



ASR

ATIS  
127.55

NEW ORLEANS APP CON  
123.85 256.9

NEW ORLEANS TOWER  
119.5 254.3

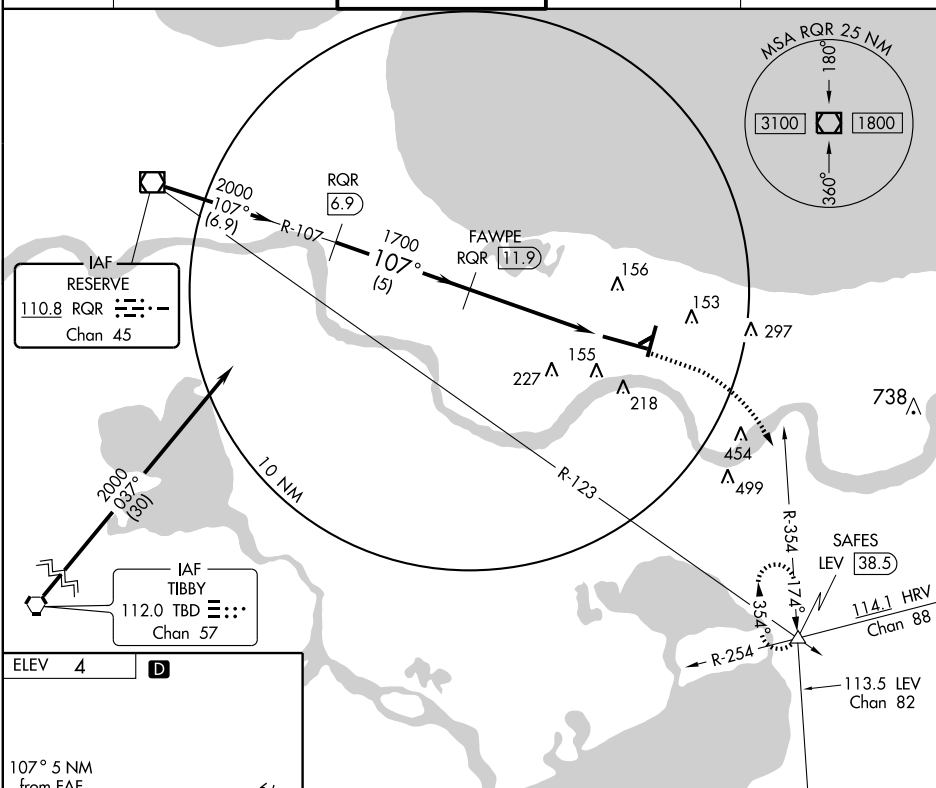
GND CON  
121.9 273.525

CLNC DEL  
127.2

ALSF-2



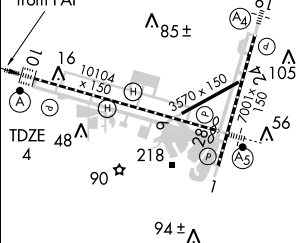
**MISSED APPROACH:** Climb to 800, then climbing right turn to 2000 via heading 130° and LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.



ELEV	4
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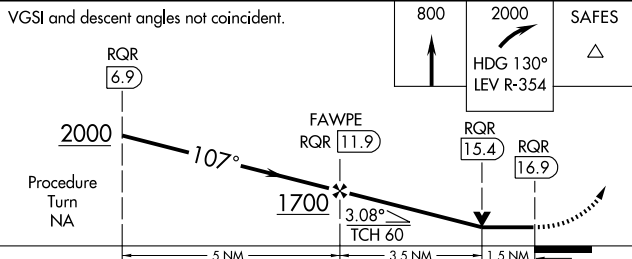
**D**

107° 5 NM  
from EAE



LDIN Rwy 1  
TDZ/CL Rwy 10  
HIRL All Runways

VGS| and descent angles not coincident.



CATEGORY	A	B	C	D
S-10	520/24	516 (600-½)	520/50 516 (600-1)	520/60 516 (600-1¼)
CIRCLING	520-1	516 (600-1)	520-1½ 516 (600-1½)	580-2 576 (600-2)

NEW ORLEANS, LOUISIANA  
Orig-B 10154

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)  
30°00' N-90°15' W

VOR/DME RWY 10

**SC-4, 21 OCT 2010 to 18 NOV 2010**

## AIRPORT DIAGRAM

AFD-630 [USN]

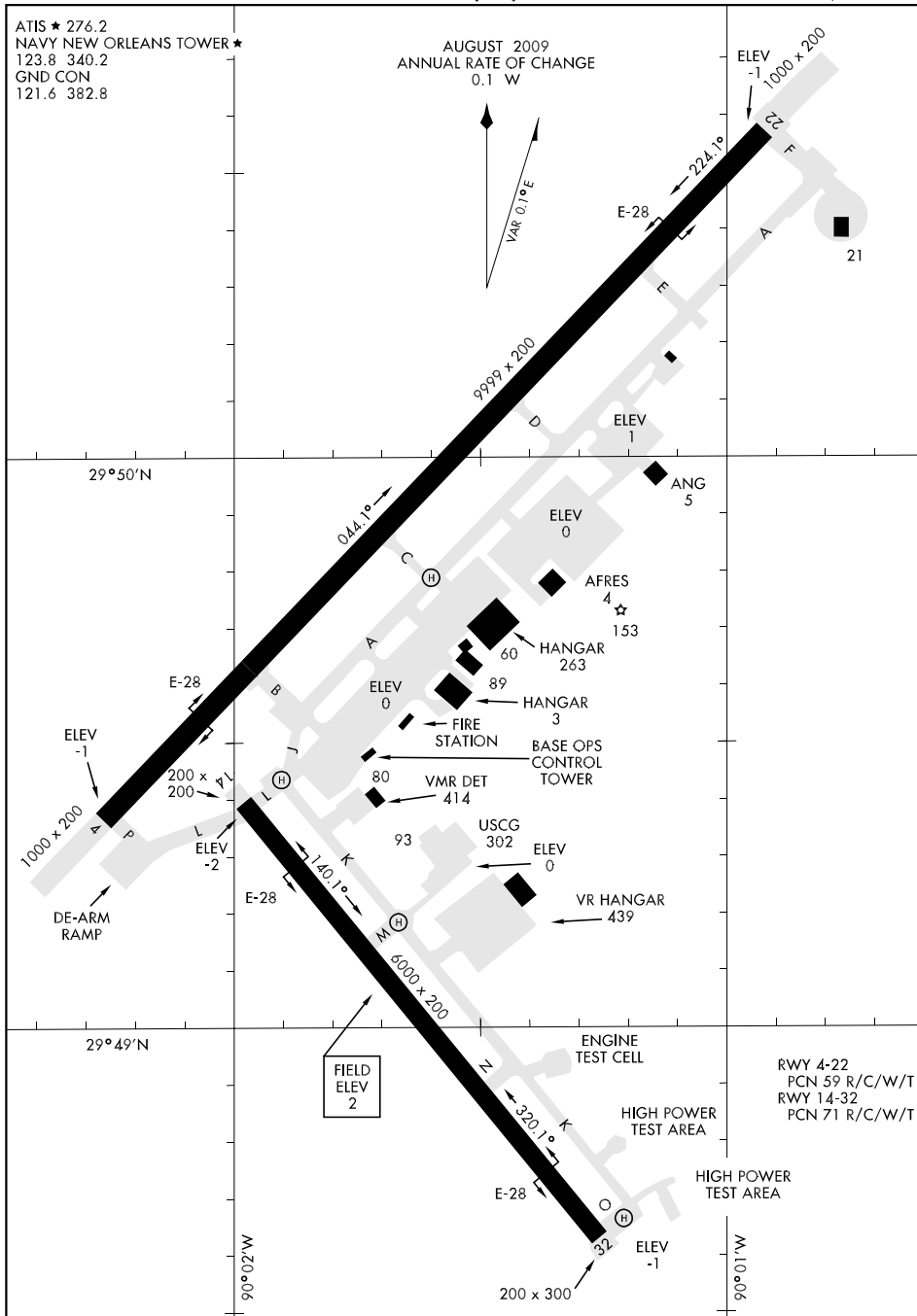
NEW ORLEANS NAS JRB  
(ALVIN CALLENDER FLD) (KNBG)  
NEW ORLEANS, LOUISIANA

ATIS ★ 276.2  
NAVY NEW ORLEANS TOWER ★  
123.8 340.2  
GND CON  
121.6 382.8

AUGUST 2009  
ANNUAL RATE OF CHANGE  
0.1 W



SC-4, 21 OCT 2010 to 18 NOV 2010



SC-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

WGS-84 DATUM

NEW ORLEANS, LOUISIANA  
NEW ORLEANS NAS JRB  
(ALVIN CALLENDER FLD) (KNBG)

**NEW ORLEANS NAS RB** (ALVIN CALLENDER FLD) (NBG)(KNBG) NAS (ANG CG) 3 S

NEW ORLEANS

UTC-6(-5DT) N29°49.63' W90°01.60'

H-7E, 8F, L-21B, 22F, GOMC

2 B TPA—See Remarks NOTAM FILE MSY Not insp.

DIAP, AD

RWY 04-22: H10000X200 (PEM) PCN 59 R/C/W/T HIRL

RWY 04: ALSF1. PAPI(P4L). OLS. WAVE-OFF.

RWY 22: SALS. PAPI(P4L). OLS. WAVE-OFF. Rgt tfc.

RWY 14-32: H6000X200 (PEM) PCN 71 R/C/W/T MIRL

RWY 32: OLS.

**ARRESTING GEAR/SYSTEMS**

RWY 04 HOOK E28(B) (1500')

HOOK E-28(B) (1500') RWY 22

RWY 14 HOOK E-28(B) (1025')

HOOK E-28(B) (1025') RWY 32

**MILITARY SERVICE:** LGT OLS Rwy 04-22 and Rwy 14-32 OTS indef. **A-Gear** Maintained in raised position and inbattery at all times, do not land direct on A-Gear. **JASU** 4 (NC-10C) 4 (A/M 47A-4) Limited DC power. **FUEL**

J8. Opr 1330-0430Z†. Fuel delays Fri-Sun. Tran acft expect some delay for svc outside normal working hr.

**FLUID PRESAIR** LHOX LOX **OIL** O-128-156**MILITARY REMARKS:** Opr 1300-0500Z†. See FLIP AP/1 Supplementary Arpt info. **RSTD** PPR all acft DSN 678-3602/3C504-678-3602/3. **CAUTION** Numerous civilian acft opr to/from canals vicinity afld. Bird hazard. **TFC PAT**

TPA—Overhead break altitude 1499(1497). Pattern altitude 999(997). Reduced rwy separation in effect for all

local based tactical acft; 3000' between similar acft; 6000' between dissimilar acft. Tran acft may utilize

reduced rwy separation only after being briefed. **CSTMS/AG/IMG** CSTMS avbl 2 hr prior notice. Ctc CustomsC504-269-6149, FTS 269-6149 for appointment. **MISC** Limited classified material storage. Ctc Base OPS DSN678-3100, C504-678-3100 or fax DSN 678-9575, C504-678-9575. **CG** Opr rstd 0500-1300Z† to CG.

C504-393-6032.

**COMMUNICATIONS:** ATIS 276.2**(R)** APP/DEP CON 123.85 256.9

NAVY NEW ORLEANS TOWER 123.8 340.2 360.2 (1300-0500Z†)

NAVY NEW ORLEANS GND CON 121.6 382.8

PMSY METRO 265.8 (Opr 1200-0000Z†) **BASE OPS** 379.15

CG 345.0X 5696X 8984 (ctc New Orleans air)

**AIRSPACE:** CLASS D svc 1300-0500Z†.**RADIO AIDS TO NAVIGATION:** NOTAM FILE NEW.

HARVEY (H) VORTACW 114.1 HRV Chan 88 N29°51.01' W90°00.18' 220° 1.8 NM to fld. 0/2E.

ILS 109.5 I-NBG Rwy 04. No NOTAM MP Mon 1300-1800Z†.

ASR/PAR

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.**NEW ROADS****FALSE RIVER RGNL** (HZR) 2 NW UTC-6(-5DT) N30°43.10' W91°28.72'

HOUSTON

40 B **FUEL** 100LL TPA—873(834) NOTAM FILE DRI

H-7D, L-21B, 22F

RWY 18-36: H5003X75 (ASPH) S-14 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.45° TCH 62'. Trees.

RWY 36: ODALS. PAPI(P2L)—GA 3.0° TCH 50'.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. For attendant after hrs call 225-638-8930 or 225-978-8367. Self-service fuel

avbl 24 hrs. MIRL Rwy 18-36, REIL Rwy 18 and ODALS Rwy 36

preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**(R)** BATON ROUGE APP/DEP CON 120.3 (1100-0600Z†)**(R)** HOUSTON CENTER APP/DEP CON 126.35 (0600-1100Z†)

GCO 135.075 (DE RIDDER FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTR.

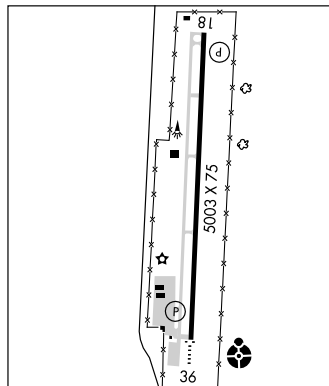
BATON ROUGE (L) VORTACW 116.5 BTR Chan 112 N30°29.11'

W91°17.64' 320° 16.9 NM to fld. 20/6E.

NEW ROADS NDB (MHW) 356 FWX N30°37.99' W91°29.36'

002° 5.1 NM to fld. NOTAM FILE DRI.

ILS 111.9 I-HZR Rwy 36. LOC only.

**NEW ROADS** N30°37.99' W91°29.36'

HOUSTON

NDB (MHW) 356 FWX 002° 5.1 NM to False River Rgnl.

L-21B, 22F

**OAKDALE** N30°38.47' W92°41.35' 357° 6.5 NM to Allen Parish. NOTAM FILE DRI

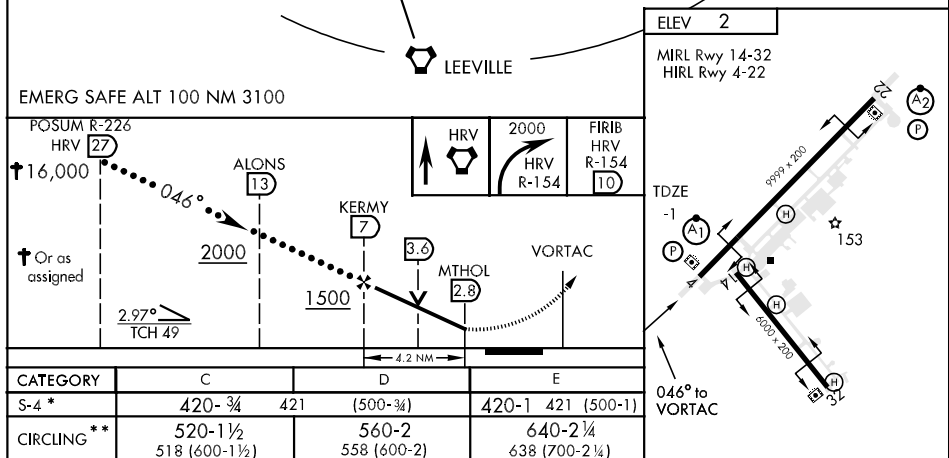
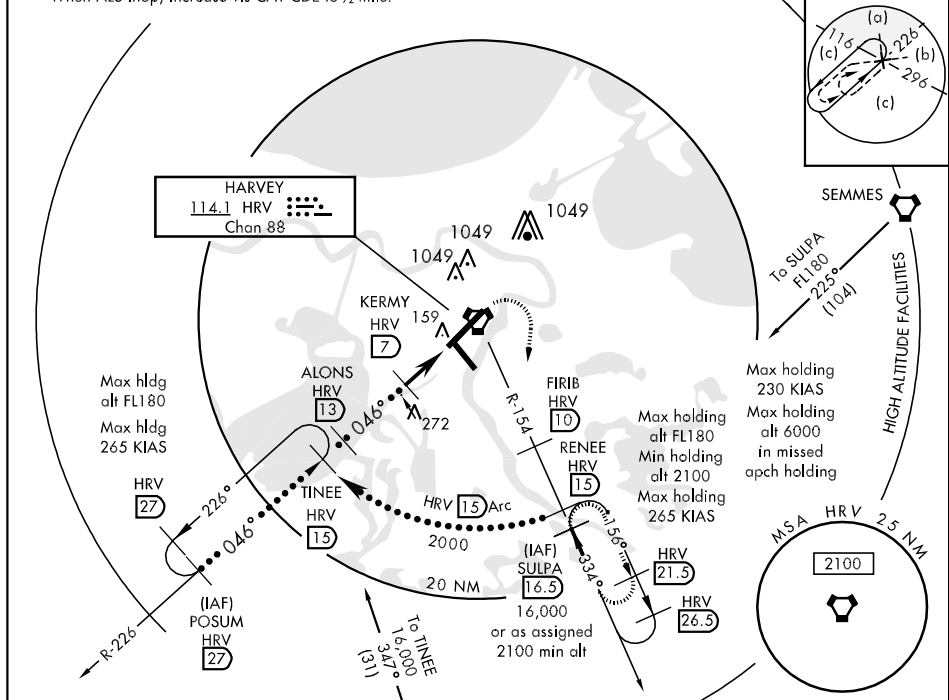
HOUSTON

L-21B, 22F

VORTAC HRV <b>114.1</b> Chan <b>88</b>	APCH CRS <b>046°</b>	Rwy ldg TDZE <b>-1</b> Arpt Elev <b>2</b>	JAL-630 [USN] NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)
<p>* When ALS inop, increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.  ** Night circling Rwy 32 NA, CAT E circling not authorized NW of Rwy 4-22.</p>			

ATIS ★ <b>276.2</b>	NEW ORLEANS APP CON <b>123.85 256.9</b>	NAVY NEW ORLEANS TOWER ★ <b>123.8 340.2</b>	GND CON <b>121.6 382.8</b>	ASR/PAR
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\*\*\* When ALS inop, increase vis CAT CDE to ½ mile.



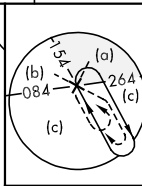
NEW ORLEANS, LOUISIANA 29° 50'N-90° 02'W NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

Orig 10266

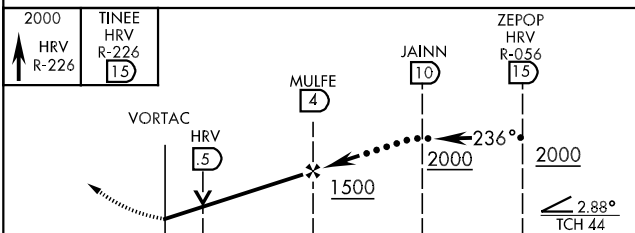
NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

**MISSED APPROACH:** Climb to 2000 via R-226 to TINEE and hold.

ASR/PAR



ELEV	2
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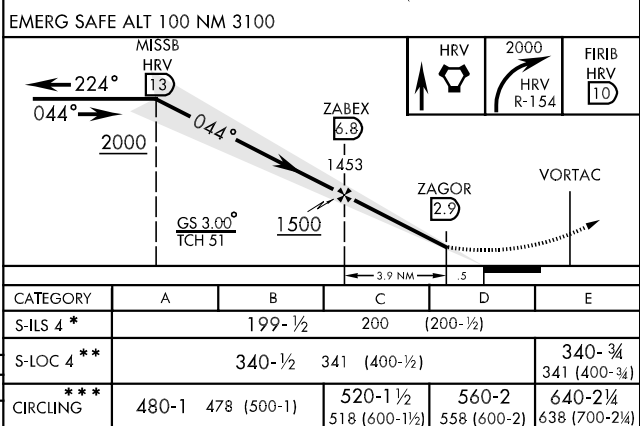
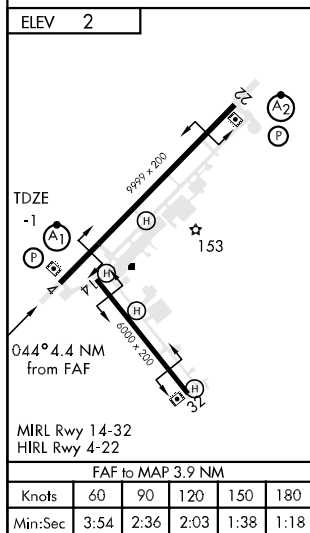
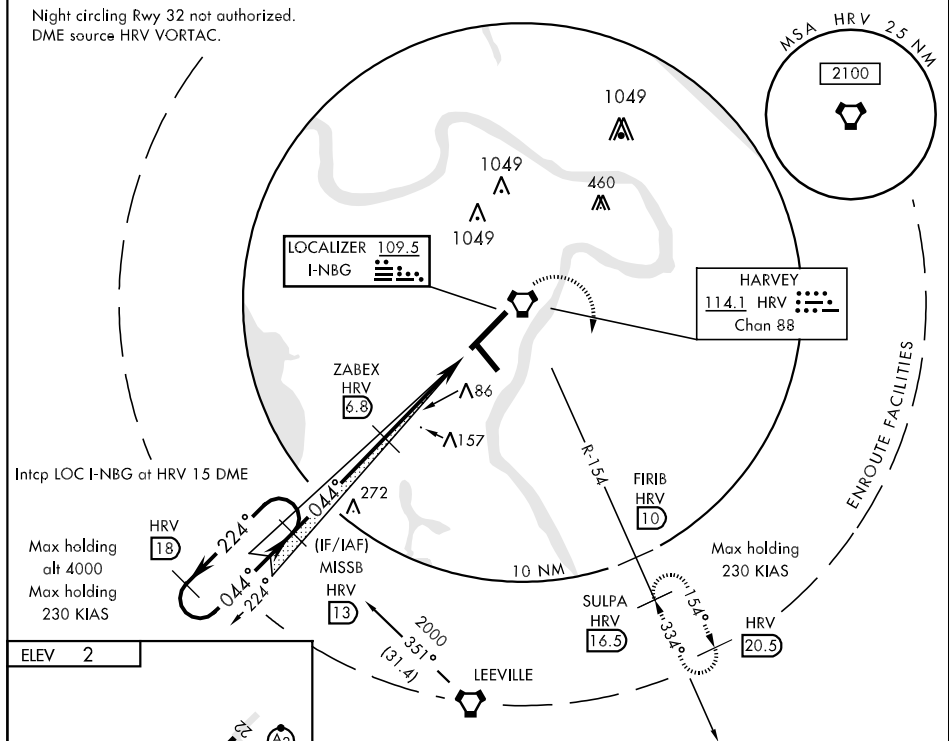
CATEGORY	C	D	E
S-22 *	460-1 461 (500-1)	460-1½ 461 (500-1½)	460-1½ 461 (500-1½)
CIRCLING**	520-1½ 518 (600-1½)	560-2 558 (600-2)	640-2½ 638 (700-2½)

LOC I-NBG <b>109.5</b>	APCH CRS <b>044°</b>	Rwy Idg TDZE Arpt Elev <b>9999</b> <b>-1</b> <b>2</b>	AL-630 [USN]	NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)
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<p>*** When ALS inop, increase vis CAT ABCDE to ¼ mile.</p> <p>*** When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1½ miles.</p> <p>*** CAT E circling not authorized NW of Rwy 4-22.</p>	<p>ALS-1</p>	<p>MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2000, intercept R-154 to FIRB, then climb to 2100 to SULPA and hold.</p>
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ATIS ★ <b>276.2</b>	NEW ORLEANS APP CON <b>123.85 256.9</b>	NAVY NEW ORLEANS TOWER ★ <b>123.8 340.2</b>	GND CON <b>121.6 382.8</b>	ASR/PAR
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Night circling Rwy 32 not authorized.  
DME source HRV VORTAC.



APCH CRS **044°**  
Rwy Idg **9999**  
TDZE **-1**  
Arpt Elev **2**

AL-630 [USN]

NEW ORLEANS NAS JRB  
(ALVIN CALLENDER FLD) (KNBG)

▼ \* When ALS inop, increase vis CAT ABCD to 1 mile.  
\*\*\* When ALS inop, increase vis CAT ABCD to 1¼ miles.  
\*\*\* Night circling Rwy 32 not authorized.

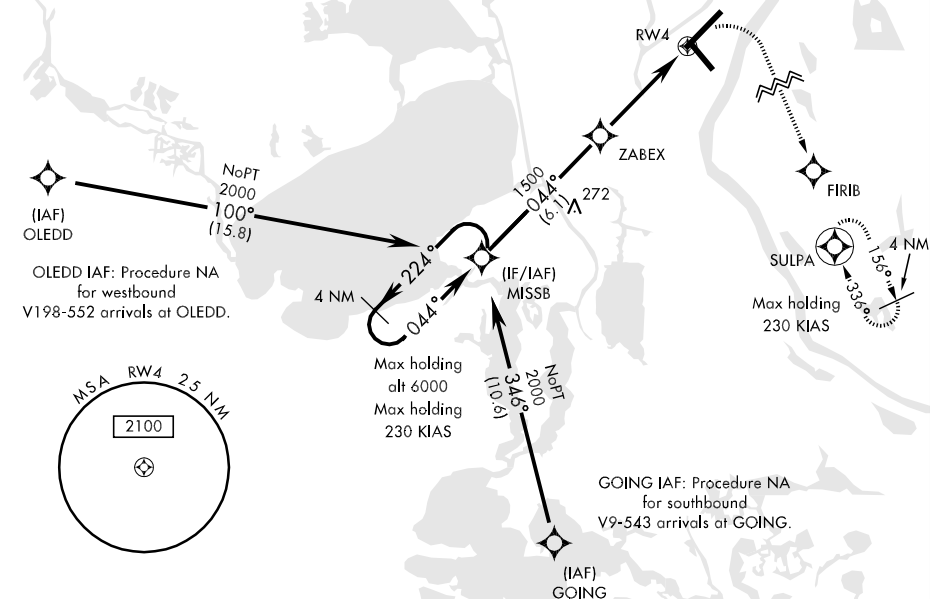


MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct FIRIB, then climb to 2100 via track 156° to SULPA and hold.

ATIS ★ <b>276.2</b>	NEW ORLEANS APP CON <b>123.85 256.9</b>	NAVY NEW ORLEANS TOWER ★ <b>123.8 340.2</b>	GND CON <b>121.6 382.8</b>	ASR/PAR
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For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -15°C (5°F) or above 42°C (108°F).

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3100

CATEGORY	A	B	C	D
LNAV MDA *	340-½	341	(400-½)	
LNAV/VNAV DA **	340-¾	341	(400-¾)	
CIRCLING ***	480-1¼	478 (500-1¼)	520-1½ 518 (600-1½)	560-2 558 (600-2)



WAAS Chan <b>60141</b> <b>W22A</b>	APCH CRS <b>224°</b>	Rwy Idg <b>9999</b> TDZE <b>-1</b> Arpt Elev <b>2</b>
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AL-630 [USN]

NEW ORLEANS NAS JRB  
(ALVIN CALLENDER FLD) (KNBG)

**V** \* When ALS inop, increase vis CAT AB to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase vis CAT ABCD to  $1\frac{1}{4}$  miles.  
 \*\*\* When ALS inop, increase vis CAT AB to 1 mile, CAT C to  $1\frac{1}{4}$  miles, CAT D to  $1\frac{1}{2}$  miles.

SALS

MISSED APPROACH: Climb to 2000  
direct MISSB and hold.

ATIS ★  
276.2

NEW ORLEANS APP CON  
123.85 256.9

NAVY NEW ORLEANS TOWER ★  
123.8 340.2

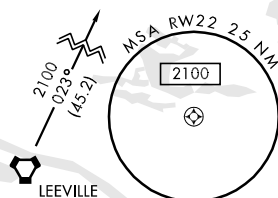
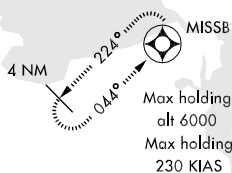
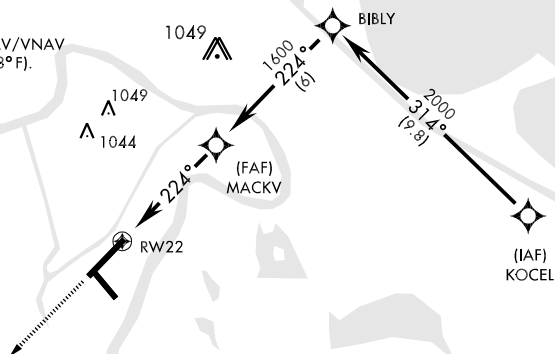
GND CQN  
121.6 382.8

ASR/PAR

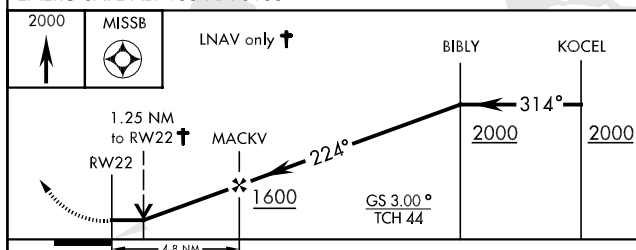
† Night circling Rwy 32 not authorized.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  $-15^{\circ}\text{C}$  ( $5^{\circ}\text{F}$ ) or above  $42^{\circ}\text{C}$  ( $108^{\circ}\text{F}$ ).

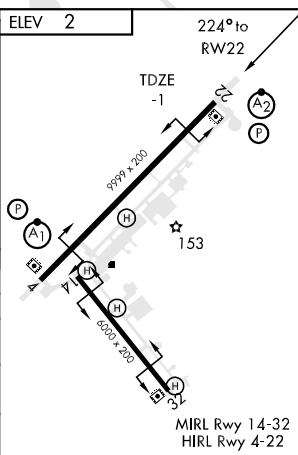
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
LPV DA *	199- $\frac{1}{2}$	200 (200- $\frac{1}{2}$ )	199- $\frac{3}{4}$	200 (200- $\frac{3}{4}$ )
LNAV/ VNA DA **	340-1		341 (400-1)	
***			440-1	440-1 $\frac{1}{4}$
LNAV MDA	440- $\frac{3}{4}$	441 (500- $\frac{3}{4}$ )	441 (500-1)	441 (500-1 $\frac{1}{4}$ )
CIRCLING †	480-1 $\frac{1}{4}$	478 (500-1 $\frac{1}{4}$ )	520-1 $\frac{1}{2}$ 518 (600-1 $\frac{1}{2}$ )	560-2 558 (600-2)



NEW ORLEANS, LOUISIANA

29°50'N-90°02'W

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

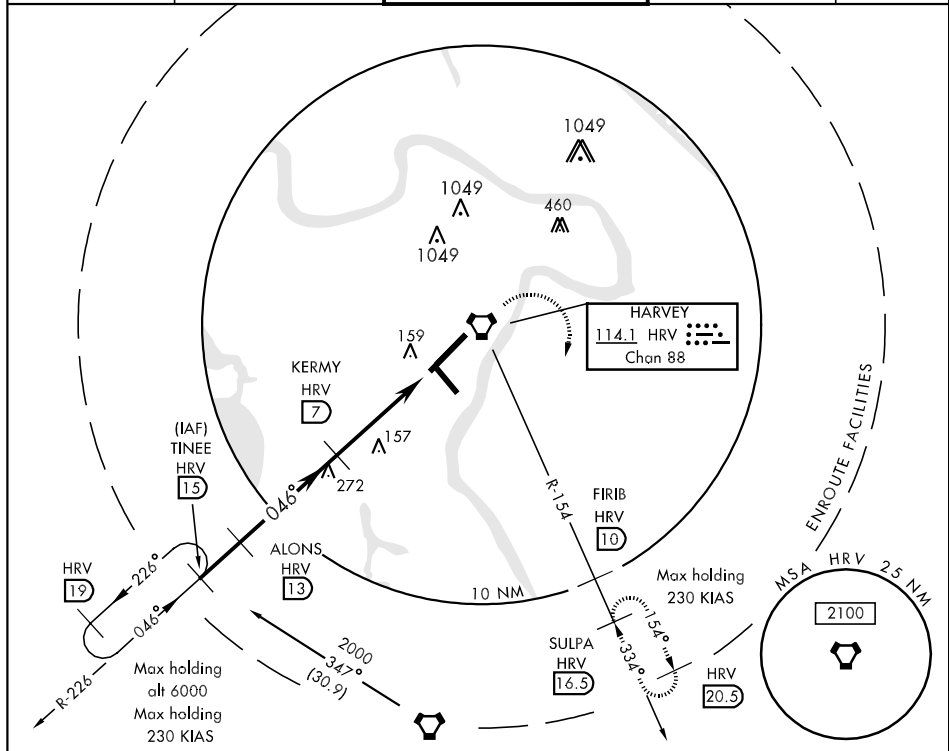
RNAV (GPS) RWY 22

VORTAC HRV <b>114.1</b> Chan <b>88</b>	APCH CRS <b>046°</b>	Rwy Idg <b>9999</b> TDZE <b>-1</b> Arpt Elev <b>2</b>	AL-630 [USN]
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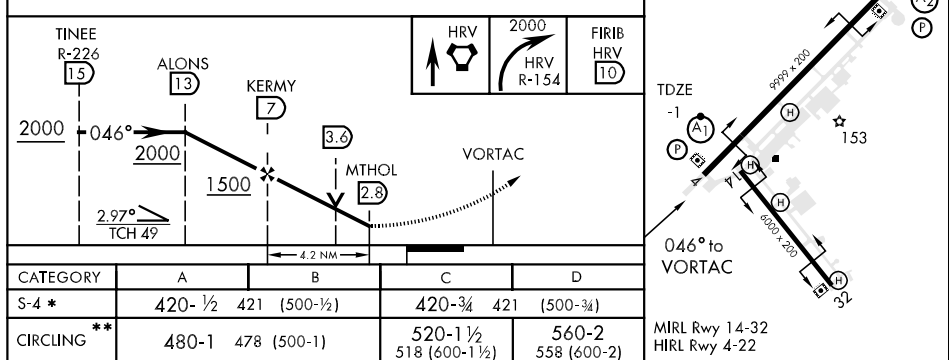
NEW ORLEANS NAS JRB  
(ALVIN CALLENDER FLD) (KNBG)

<p><b>V</b> * When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.</p> <p>** Night circling Rwy 32 not authorized.</p>	<p>ALSF-1 <b>(A1)</b></p>	<p>MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2000, intercept R-154 to FIRIB, then climb to 2100 to SULPA and hold.</p>
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<p>ATIS ★ <b>276.2</b></p>	<p>NEW ORLEANS APP CON <b>123.85 256.9</b></p>	<p>NAVY NEW ORLEANS TOWER ★ <b>123.8 340.2</b></p>	<p>GND CON <b>121.6 382.8</b></p>	<p>ASR/PAR</p>
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EMERG SAFE ALT 100 NM 3100

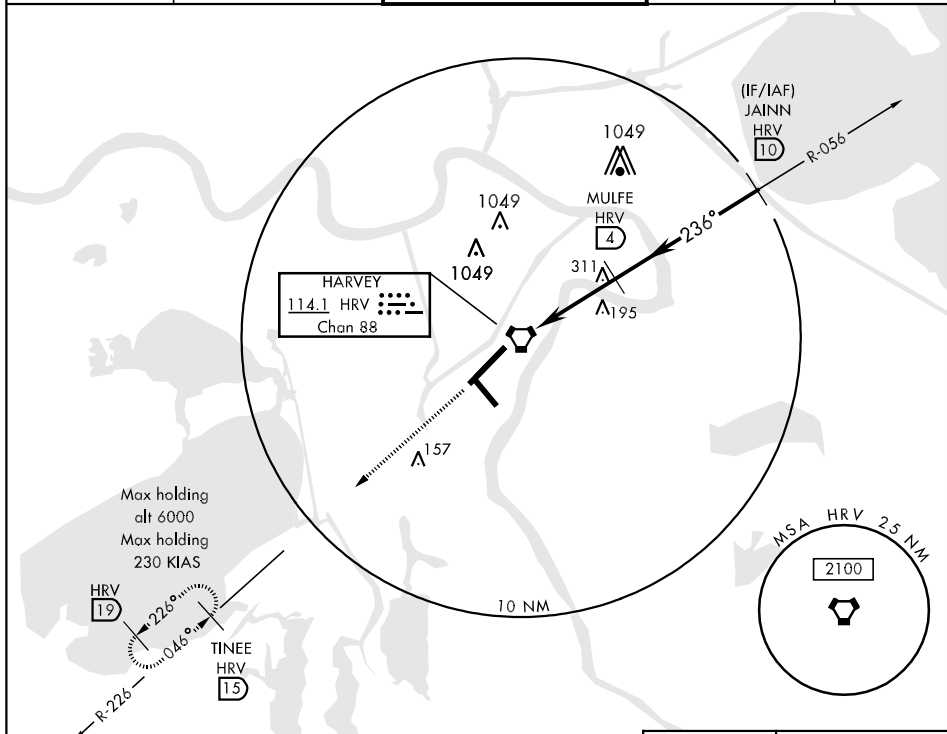


VORTAC HRV <b>114.1</b> Chan <b>88</b>	APCH CRS <b>236°</b>	Rwy Idg <b>9999</b> TDZE <b>-1</b> Arpt Elev <b>2</b>	AL-630 [USN]
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NEW ORLEANS NAS JRB  
(ALVIN CALLENDER FLD) (KNBG)

<p><b>▼</b> * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1½ miles. ** Night circling Rwy 32 not authorized.</p>	<p>SALS A2</p>	<p>MISSED APPROACH: Climb to 2000 via R-226 to TINEE and hold.</p>
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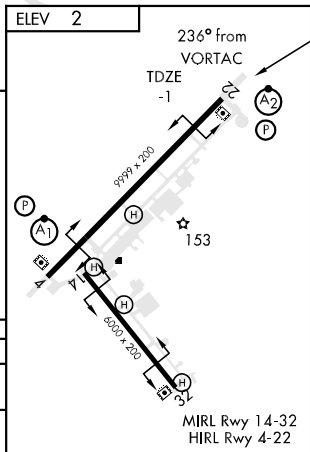
ATIS ★ <b>276.2</b>	NEW ORLEANS APP CON <b>123.85 256.9</b>	NAVY NEW ORLEANS TOWER ★ <b>123.8 340.2</b>	GND CON <b>121.6 382.8</b>	ASR/PAR
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## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3100

2000 HRV R-226	TINEE HRV 15	JAINN R-056 10	MULFE 4	VORTAC
<p>236° from VORTAC</p> <p>1500</p> <p>2.88° TCH 44</p> <p>4.0 NM</p>				
CATEGORY	A	B	C	D
S-22 *	460-¾ 461 (500-¾)		460-1 461 (500-1)	460-1¼ 461 (500-1¼)
CIRCLING **	480-1 478 (500-1)		520-1½ 518 (600-1½)	560-2 558 (600-2)



## AIRPORT DIAGRAM

AL-288 (FAA)

NEW ORLEANS/LAKEFRONT (NEW)  
NEW ORLEANS, LOUISIANA

ATIS  
124.9  
LAKEFRONT TOWER★  
119.9  
GND CON  
121.7  
CLNC DEL  
127.4

D

RWY 09-27  
S-50, D-80, 2S-102, 2D-100  
RWY 18L-36R  
S-35, D-55, 2D-80  
RWY 18R-36L  
S-60, D-175, 2S-175, 2D-200, 2D/2D2-350

30° 03' N

HAZARDOUS CARGO

FIELD  
ELEV  
8ELEV  
5ELEV  
6ELEV  
6ELEV  
6

FIRE STATION  
JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

HANGAR

FBO

HANGARS

CORPORATE HANGAR

EAST RAMP

HANGAR

36R

RUN-UP  
AREAS

089.1°

3113 X 75

269.1°

ELEV  
5ELEV  
5ELEV  
5ELEV  
5ELEV  
5ELEV  
5ELEV  
5ELEV  
5ELEV  
5ELEV  
5ELEV  
5ELEV  
5ELEV  
5ELEV  
5

U.S. CUSTOMS  
INSPECTION  
POINT

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

90° 02' W

90° 01' W

## AIRPORT DIAGRAM

NEW ORLEANS, LOUISIANA  
NEW ORLEANS/LAKEFRONT (NEW)

## NEW ORLEANS

## LAKEFRONT

(NEW) 4 NE UTC-6(-5DT) N30°02.54' W90°01.70'

8 B S4 FUEL 100LL, JET A OX 1,3 LRA NOTAM FILE NEW

RWY 18R-36L: H6867X150 (ASPH-GRVD) S-60, D-175, 2S-175, 2D-200, 2D/2D2-350 MIRL

NEW ORLEANS

H-7E, 8F, L-21B, 22F, GOMC

IAP, AD

RWY 18R: PAPI(P4L)—GA 3.0° TCH 51'. Thld dsplcd 228'. Pier. Rgt

tfc.

RWY 36L: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Thld dsplcd 820'.

Wall.

RWY 18L-36R: H3697X75 (ASPH) S-35, D-55, 2D-80 MIRL

RWY 18L: REIL.

RWY 36R: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Bldg. Rgt tfc.

RWY 09-27: H3113X75 (ASPH) S-50, D-80, 2S-102, 2D-100

MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Berm.

RWY 27: PAPI(P4R)—GA 3.0° TCH 40'. Road. Rgt tfc.

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-3113 TODA-3113 ASDA-3113 LDA-3113

RWY 18L: TORA-3697 TODA-3697 ASDA-3697 LDA-3697

RWY 18R: TORA-6880 TODA-6880 ASDA-6035 LDA-5510

RWY 27: TORA-3113 TODA-3113 ASDA-3113 LDA-3113

RWY 36L: TORA-6880 TODA-6880 ASDA-5955 LDA-5135

RWY 36R: TORA-3697 TODA-3697 ASDA-3697 LDA-3697

AIRPORT REMARKS: Attended continuously. Birds on and invof aprt.

Boats as high as 80' pass within 400' of Rwy 09 thld. PAEW

adjacent AER 27 dalgt hours. Rwy 18R-36L few low spots near intersection of Rwy 09-27 holding water. Hold short sign on Rwy 09-27 at intersection Rwy 18R-36L unlgtd. MIRL Rwy 18R-36L preset med ints. Twy lgts for twys A, B, D, E, F and H preset on medium when twr clsd. ARFF capability equivalent to Index B. Acft transporting any items listed in Part 175 title 49 PPR to land. Landing fee. Landing fee waived with minimum fuel purchase. Rwy 09-27 MIRL OTS indef. Rwy 09-27 MIRL avbl on low ints only. Flight Notification Service (ADCUS) temporarily not available. NOTE: See Special Notices—U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS 128.25 (504) 245-4366. LAWRs.

COMMUNICATIONS: CTAF 119.9 ATIS 124.9 UNICOM 122.95

NEW ORLEANS RCO 122.6 (DE RIDDER RADIO) OTS indef.

① NEW ORLEANS APP/DEP CON 133.15 (North) 123.85 (South)

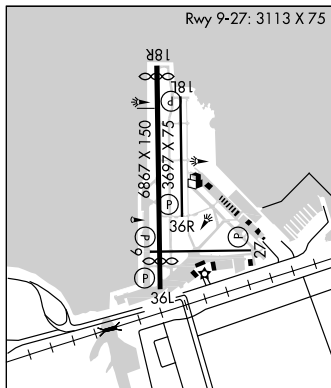
TOWER 119.9 (1400-0000Z) GND CON 121.7 CLNC DEL 127.4 (NEW ORLEANS APP/DEP CON when twr clsd)

AIRSPACE: CLASS D svc 1400-0000Z other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE NEW.

HARVEY (H) VORTACW 114.1 HRV Chan 88 N29°51.01' W90°00.18' 351° 11.6 NM to fld. 0/2E.

ILS/DME 111.3 I-NEW Chan 50 Rwy 18R.



## AWDAD SIX ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA

SC-4, 21 OCT 2010 to 18 NOV 2010

NEW ORLEANS APP CON  
125.5 350.35  
LOUIS ARMSTRONG NEW  
127.55

BATON ROUGE TRANSITION (BTR.AWDAD6): From over BTR VORTAC via BTR R-135 to AWDAD INT. Thence. . . .  
 LAFAYETTE TRANSITION (LFT.AWDAD6): From over LFT VORTAC via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .  
 LAKE CHARLES TRANSITION (LCH.AWDAD6): From over LCH VORTAC via LCH R-080 and LFT R-264 to LFT VORTAC then via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .  
 . . . . . from over AWDAD INT via RQR R-273 to VOODO INT. Thence. . . .  
 LANDING LOUIS ARMSTRONG RWY 10: Intercept I-MSY localizer and expect clearance for ILS RWY 10 approach.  
 LANDING OTHER: Expect vectors to final approach course.

NOTE: Chart not to scale

AWDAD  
N30°06.99'  
W90°57.13'

Turbojets 250K IAS

## TURBOJET VERTICAL NAVIGATION

## PLANNING INFORMATION

Expect clearance to cross at 11,000'.  
(Landing Louis Armstrong New Orleans Intl).  
Expect clearance to cross at 13,000'.  
(Landing other than Louis Armstrong  
New Orleans Intl).

BATON ROUGE  
116.5 BTR  $\frac{116.5}{116.5}$   
Chan 112  
N30° 29.11' - W91° 17'

## TURBOJET VERTICAL NAVIGATION

## PLANNING INFORMATION

Expect clearance to cross at or below FL 230.

LAKE CHARLES  
113.4 LCH   
Chan 81

LAFAYETTE  
109.8 LFT :--::  
Chan 35  
N30°11.63' -W91°59.55'

TIBBY  
112.0 TBD  
Chan 57

LOCALIZER 109.9  
I-MSY  
Chan 36

RESERVE  
110.8 RQR   
Chan 45

VOODO  
N30°05.79'  
W90°43.00'

 LAKEFRONT

LOUIS ARMSTRONG  
NEW ORLEANS INTL

SC-4. 21 OCT 2010 to 18 NOV 2010

AWDAD SIX ARRIVAL

(AWDAD. AWDAD6) 08045

NEW ORLEANS, LOUISIANA

LOC/DME I-NEW <b>111.3</b> Chan <b>50</b>	APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev	<b>5510</b> <b>8</b> <b>8</b>
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# ILS or LOC RWY 18R

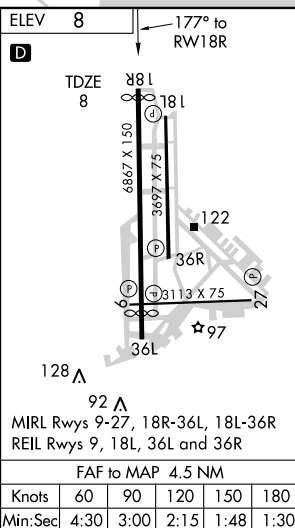
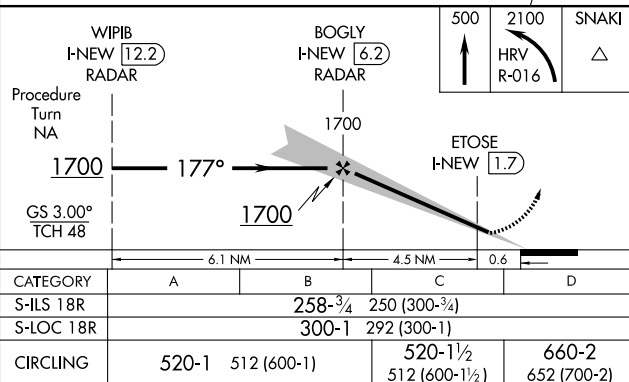
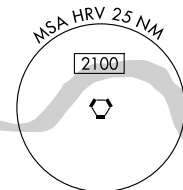
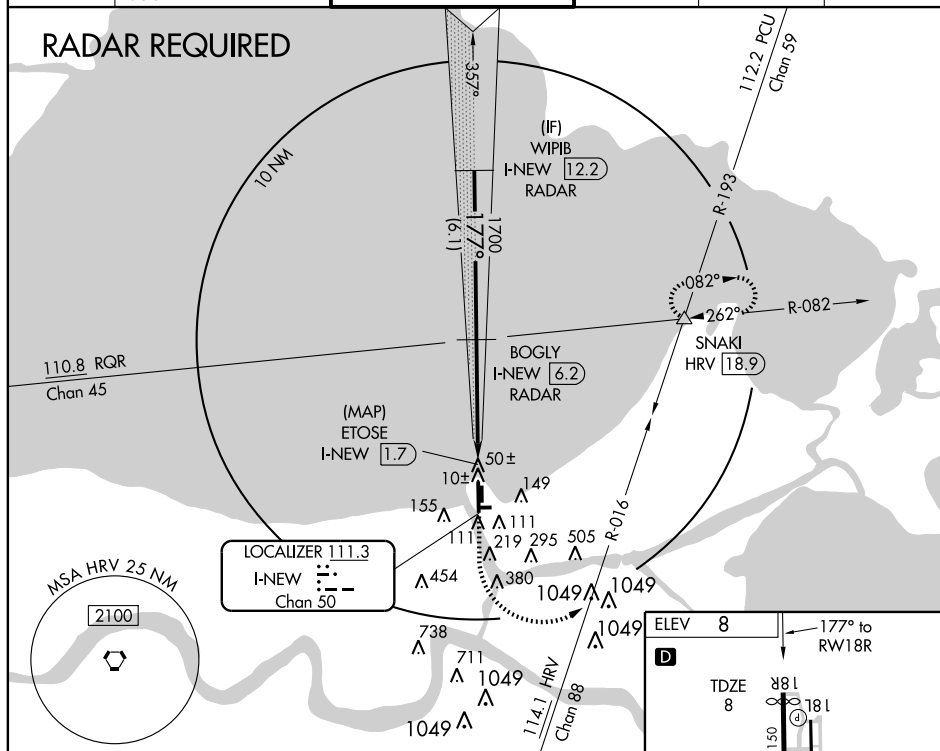
## NEW ORLEANS/ LAKEFRONT (NEW)

- ▼ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase DA 29 feet and all MDAs 40 feet, increase S-ILS 18R visibility all Cats ¼ mile, and circling Cat D visibility ½ mile. Visibility reduction by helicopters NA. DME or RADAR required.
- ▲

MISSED APPROACH: Climb to 500 then climbing left turn to 2100 via HRV VORTAC R-016 to SNAKI INT and hold.

ATIS <b>124.9</b>	NEW ORLEANS APP CON NORTH <b>133.15 290.3</b> SOUTH <b>123.85 256.9</b>	LAKEFRONT TOWER ★ <b>119.9</b> (CTAF)	GND CON <b>121.7</b>	CLNC DEL <b>127.4</b>	UNICOM <b>122.95</b>
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## RADAR REQUIRED







WAAS CH <b>61302</b> <b>W18A</b>	APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev	<b>5510</b> <b>8</b> <b>8</b>
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# RNAV (GPS) RWY 18R

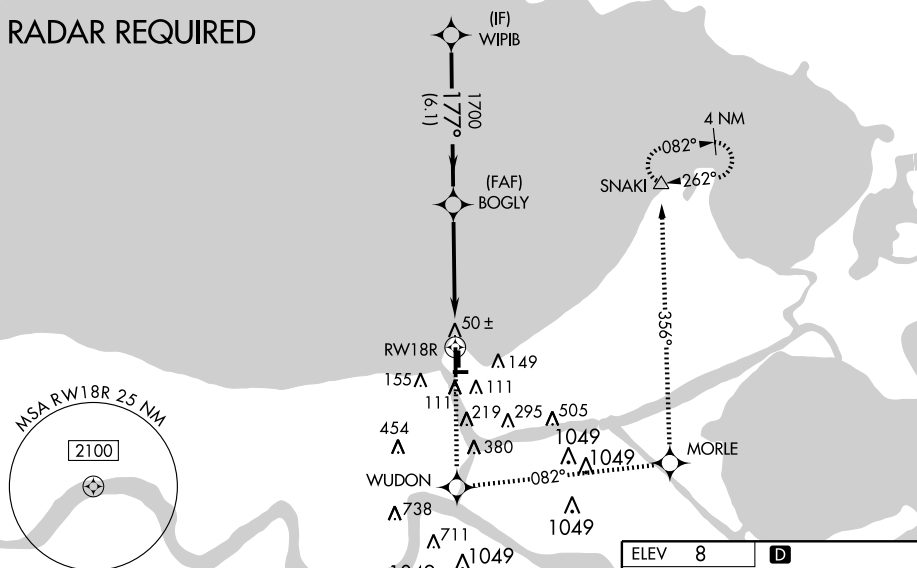
NEW ORLEANS/ LAKEFRONT (NEW)

**▼** When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. Increase LNAV/VNAV visibility all Cats ¼ mile. Increase LNAV and circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

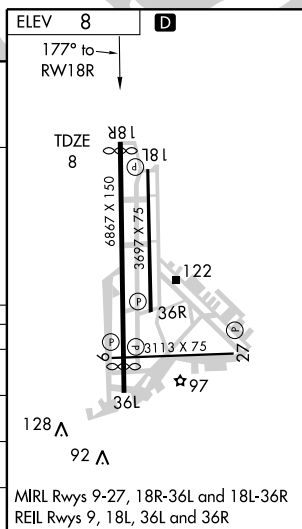
**MISSED APPROACH:** Climb to 2100 direct WUDON and left turn via 082° track to MORLE and via 356° track to SNAKI and hold.

ATIS <b>124.9</b>	NEW ORLEANS APP CON NORTH <b>133.15 290.3</b> SOUTH <b>123.85 256.9</b>	LAKEFRONT TOWER ★ <b>119.9</b> (CTAF)	GND CON <b>121.7</b>	CLNC DEL <b>127.4</b>	UNICOM <b>122.95</b>
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## RADAR REQUIRED



	2100	WUDON	082° track	MORLE	356° track	SNAKI
WIPB						
BOGLY						
1700						
GS 3.00° TCH 48						
	6.1 NM	3.3 NM	1.8 NM			
CATEGORY	A	B	C	D	*LNAV only	
LPV DA		332-1¼	324 (400-1¼)			
LNAV/VNAV DA		524-1¾	516 (600-1¾)			
LNAV MDA	640-1	632 (700-1)	640-1¾ 632 (700-1¾)	640-2 632 (700-2)		
CIRCLING	640-1	632 (700-1)	640-1¾ 632 (700-1¾)	660-2 652 (700-2)		



WAAS CH <b>86913</b> <b>W36A</b>	APP CRS <b>357°</b>	Rwy Idg <b>5135</b> TDZE <b>8</b> Apt Elev <b>8</b>
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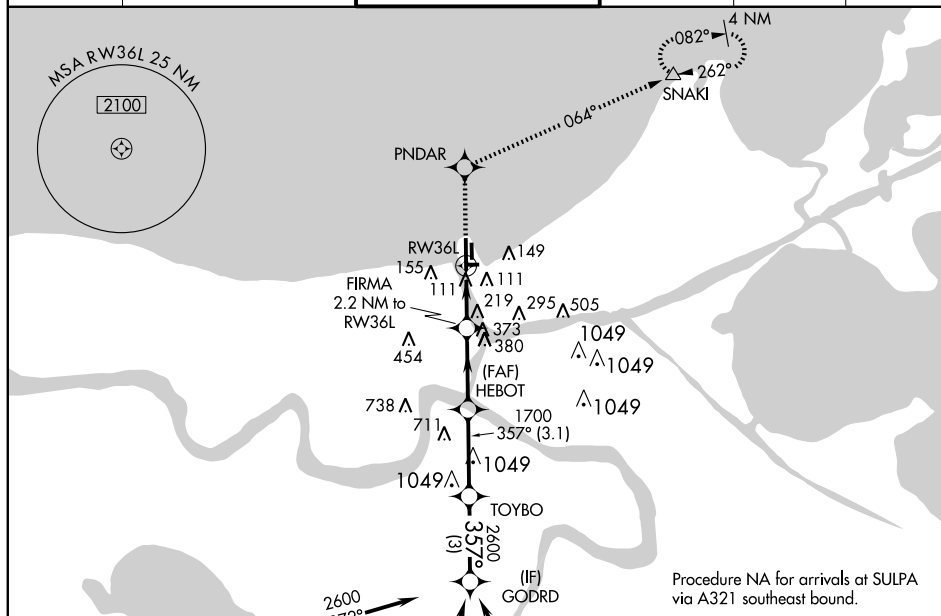
## RNAV (GPS) RWY 36L

NEW ORLEANS/ LAKEFRONT (NEW)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LNAV Cat C/D and Circling Cat D visibilities ¼ mile. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2100 direct PNDAR and via track 064° to SNAKI and hold.

ATIS <b>124.9</b>	NEW ORLEANS APP CON NORTH <b>133.15 290.3</b> SOUTH <b>123.85 256.9</b>	LAKEFRONT TOWER * <b>119.9</b> (CTAF)	GND CON <b>121.7</b>	CLNC DEL <b>127.4</b>	UNICOM <b>122.95</b>
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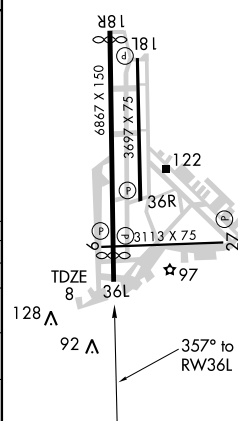
Procedure NA for arrivals at SAFES via V198-552 westbound.

Procedure NA for arrivals at SULPA via A321 southeast bound.

2100	PNDAR	trk 064°	SNAKI	Procedure Turn NA
* LNAV only.				
CATEGORY	A	B	C	D
LPV DA	340-1¼		332 (400-1¼)	
LNAV/VNAV DA	431-1½		423 (500-1½)	
LNAV MDA	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	
CIRCLING	520-1 512 (600-1)		520-1½ 512 (600-1½)	
			660-2 652 (700-2)	

ELEV 8	D
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MIRL Rwy 9-27, 18R-36L and 18L-36R  
REIL Rwy 9, 18L, 36L and 36R



## RYTHM THREE ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON

133.15 290.3

125.5 350.35

LOUIS ARMSTRONG NEW ORLEANS INTL ATIS

127.55

NATCHEZ  
110.0 HEZ   
Chan 37  
N31°37.09' -W91°17.98'  
L-22, H-6

MERIDIAN  
117.0 MEI   
Chan 117  
N32°22.71' -W88°48.26'  
L-18, H-6

McCOMB  
116.7 MCB   
Chan 114  
N31°18.27' -W90°15.49'  
L-21-22, H-6

BLEUZ  
N31°40.14'  
W89°29.35'

EATON  
110.6 LBY   
Chan 43  
N31°25.12'  
W89°20.26'  
L-22

ZYDCO  
N30°53.26'  
W90°13.65'

FOILS  
N30°41.26'  
W90°12.77'

RYTHM  
N30°32.41' -W90°12.13'

### TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

250K IAS Expect clearance  
to cross at 11,000'.

RESERVE  
110.8 RQR   
Chan 45

LOCALIZER 111.7  
I-ONW   
Chan 54

LAKEFRONT

LOUIS ARMSTRONG  
NEW ORLEANS INTL

PICAYUNE  
112.2 PCU   
Chan 59

WAVEZ  
N30°18.68'  
W90°11.12'

RWY 16

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## RYTHM THREE ARRIVAL

(RYTHM.RYTHM3) 10210

NEW ORLEANS, LOUISIANA

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

EATON TRANSITION (LBY.RYTHM3): From over LBY VORTAC via LBY R-216 to RYTHM INT. Thence. . . .

McCOMB TRANSITION (MCB.RYTHM3): From over MCB VORTAC via MCB R-173 to RYTHM INT. Thence. . . .

MERIDIAN TRANSITION (MEI.RYTHM3): From over MEI VORTAC via MEI R-215 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .

NATCHEZ TRANSITION (HEZ.RYTHM3): From over HEZ VOR/DME via HEZ R-125 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .  
. . . . From over RYTHM INT via MCB R-173 to WAVEZ INT. Thence. . . .

LANDING LOUIS ARMSTRONG RWY 19: Intercept I-ONW localizer course and expect clearance for LOC Rwy approach.

LANDING OTHER: Expect vectors to final approach course.

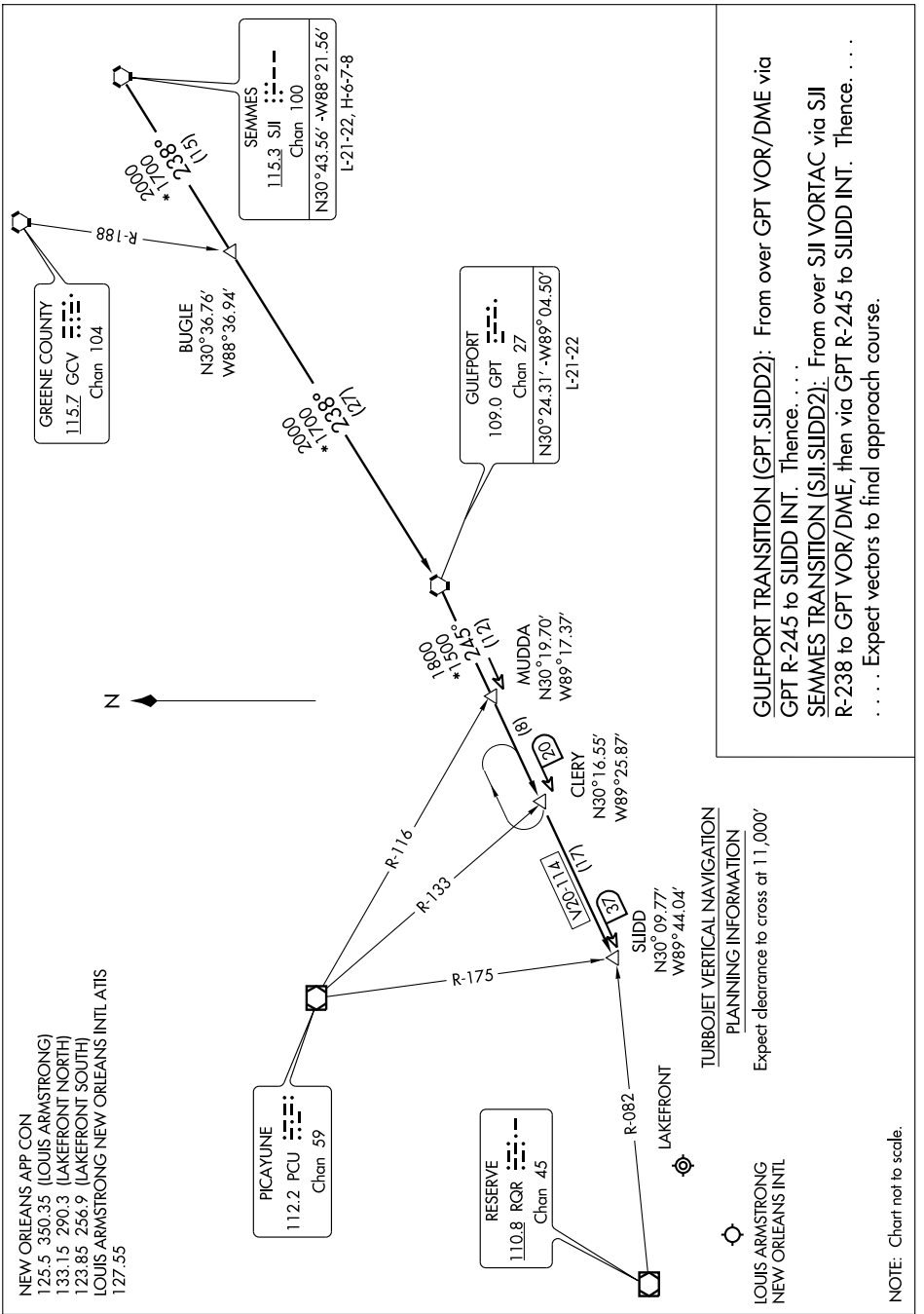
SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

SLIDD TWO ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA



SLIDD TWO ARRIVAL

NEW ORLEANS, LOUISIANA

NOTE: Chart not to scale.

VORTAC HRV  
**114.1**  
Chan **88**

APP CRS  
**351°**

Rwy Idg **5135**  
TDZE **8**  
Apt Elev **8**

**VOR/DME RWY 36L**  
NEW ORLEANS/ LAKEFRONT (NEW)

▼ Visibility reduction by helicopters NA.  
▲ When local altimeter setting not received, use Louis Armstrong New Orleans  
Intl altimeter setting and increase all MDA 40 feet and increase S-36L Cat C/D  
and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000  
via HRV R-351 and RQR R-082 to  
SNAKI INT/RQR 36.6 DME and hold.

ATIS  
**124.9**

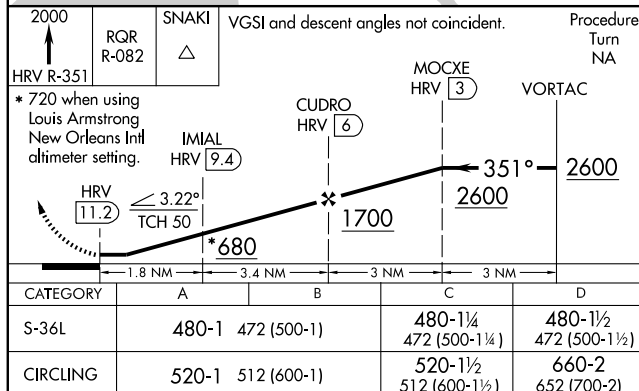
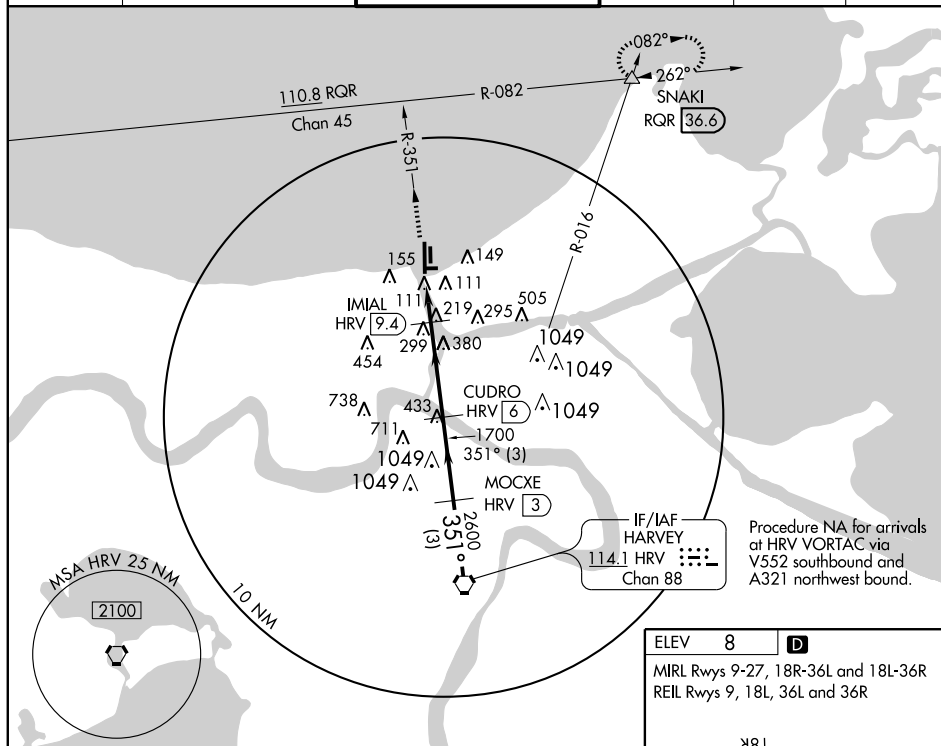
NEW ORLEANS APP CON  
NORTH **133.15 290.3**  
SOUTH **123.85 256.9**

LAKEFRONT TOWER ★  
**119.9** (CTAF)

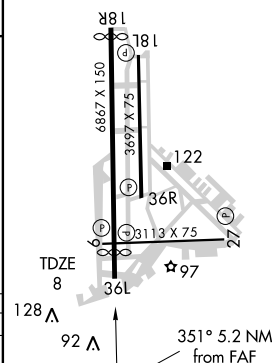
GND CON  
**121.7**

CLNC DEL  
**127.4**

UNICOM  
**122.95**



ELEV **8** **D**  
MIRL Rwy 9-27, 18R-36L and 18L-36R  
REIL Rwy 9, 18L, 36L and 36R



**NEW ORLEANS NAS RB** (ALVIN CALLENDER FLD) (NBG)(KNBG) NAS (ANG CG) 3 S

NEW ORLEANS

UTC-6(-5DT) N29°49.63' W90°01.60'

H-7E, 8F, L-21B, 22F, GOMC

2 B TPA—See Remarks NOTAM FILE MSY Not insp.

DIAP, AD

RWY 04-22: H10000X200 (PEM) PCN 59 R/C/W/T HIRL

RWY 04: ALSF1. PAPI(P4L). OLS. WAVE-OFF.

RWY 22: SALS. PAPI(P4L). OLS. WAVE-OFF. Rgt t/c.

RWY 14-32: H6000X200 (PEM) PCN 71 R/C/W/T MIRL

RWY 32: OLS.

**ARRESTING GEAR/SYSTEMS**

RWY 04 HOOK E28(B) (1500')

HOOK E-28(B) (1500') RWY 22

RWY 14 HOOK E-28(B) (1025')

HOOK E-28(B) (1025') RWY 32

**MILITARY SERVICE:** LGT OLS Rwy 04-22 and Rwy 14-32 OTS indef. **A-Gear** Maintained in raised position and inbattery at all times, do not land direct on A-Gear. **JASU** 4 (NC-10C) 4 (A/M 47A-4) Limited DC power. **FUEL**

J8. Opr 1330-0430Z†. Fuel delays Fri-Sun. Tran acft expect some delay for svc outside normal working hr.

**FLUID PRESAIR** LHOX LOX **OIL** O-128-156**MILITARY REMARKS:** Opr 1300-0500Z†. See FLIP AP/1 Supplementary Arpt info. **RSTD** PPR all acft DSN 678-3602/3C504-678-3602/3. **CAUTION** Numerous civilian acft opr to/from canals vicinity afld. Bird hazard. **TFC PAT**

TPA—Overhead break altitude 1499(1497). Pattern altitude 999(997). Reduced rwy separation in effect for all

local based tactical acft; 3000' between similar acft; 6000' between dissimilar acft. Tran acft may utilize

reduced rwy separation only after being briefed. **CSTMS/AG/IMG** CSTMS avbl 2 hr prior notice. Ctc CustomsC504-269-6149, FTS 269-6149 for appointment. **MISC** Limited classified material storage. Ctc Base OPS DSN678-3100, C504-678-3100 or fax DSN 678-9575, C504-678-9575. **CG** Opr rstd 0500-1300Z† to CG.

C504-393-6032.

**COMMUNICATIONS:** ATIS 276.2**(R)** APP/DEP CON 123.85 256.9

NAVY NEW ORLEANS TOWER 123.8 340.2 360.2 (1300-0500Z†)

NAVY NEW ORLEANS GND CON 121.6 382.8

PMSY METRO 265.8 (Opr 1200-0000Z†) **BASE OPS** 379.15**CG** 345.0X 5696X 8984 (ctc New Orleans air)**AIRSPACE:** CLASS D svc 1300-0500Z†.**RADIO AIDS TO NAVIGATION:** NOTAM FILE NEW.

HARVEY (H) VORTACW 114.1 HRV Chan 88 N29°51.01' W90°00.18' 220° 1.8 NM to fld. 0/2E.

ILS 109.5 I-NBG Rwy 04. No NOTAM MP Mon 1300-1800Z†.

ASR/PAR

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.**NEW ROADS****FALSE RIVER RGNL** (HZR) 2 NW UTC-6(-5DT) N30°43.10' W91°28.72'

HOUSTON

40 B **FUEL** 100LL TPA-873(834) NOTAM FILE DRI

H-7D, L-21B, 22F

RWY 18-36: H5003X75 (ASPH) S-14 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.45° TCH 62'. Trees.

RWY 36: ODALS. PAPI(P2L)—GA 3.0° TCH 50'.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. For attendant after hrs call 225-638-8930 or 225-978-8367. Self-service fuel

avbl 24 hrs. MIRL Rwy 18-36, REIL Rwy 18 and ODALS Rwy 36

preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**(R)** BATON ROUGE APP/DEP CON 120.3 (1100-0600Z†)**(R)** HOUSTON CENTER APP/DEP CON 126.35 (0600-1100Z†)

GCO 135.075 (DE RIDDER FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTR.

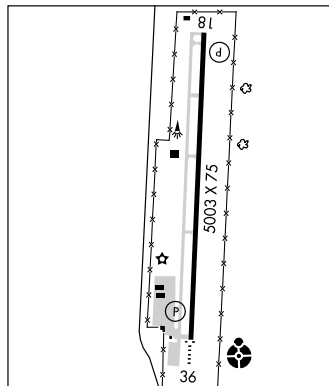
BATON ROUGE (L) VORTACW 116.5 BTR Chan 112 N30°29.11'

W91°17.64' 320° 16.9 NM to fld. 20/6E.

NEW ROADS NDB (MHW) 356 FWX N30°37.99' W91°29.36'

002° 5.1 NM to fld. NOTAM FILE DRI.

ILS 111.9 I-HZR Rwy 36. LOC only.

**NEW ROADS** N30°37.99' W91°29.36'

HOUSTON

NDB (MHW) 356 FWX 002° 5.1 NM to False River Rgnl.

L-21B, 22F

**OAKDALE** N30°38.47' W92°41.35' 357° 6.5 NM to Allen Parish. NOTAM FILE DRI

HOUSTON

L-21B, 22F

LOC I-HZR <b>111.9</b>	APP CRS <b>360°</b>	Rwy Idg TDZE Apt Elev	<b>5003</b> <b>37</b> <b>40</b>
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## LOC RWY 36

NEW ROADS/ FALSE RIVER RGNL (HZR)

**INOPERATIVE** table does not apply. ADF required. Visibility reduction by helicopters NA. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet, and increase S-36 Cat D and circling Cat C visibility ¼ mile.

ODALS



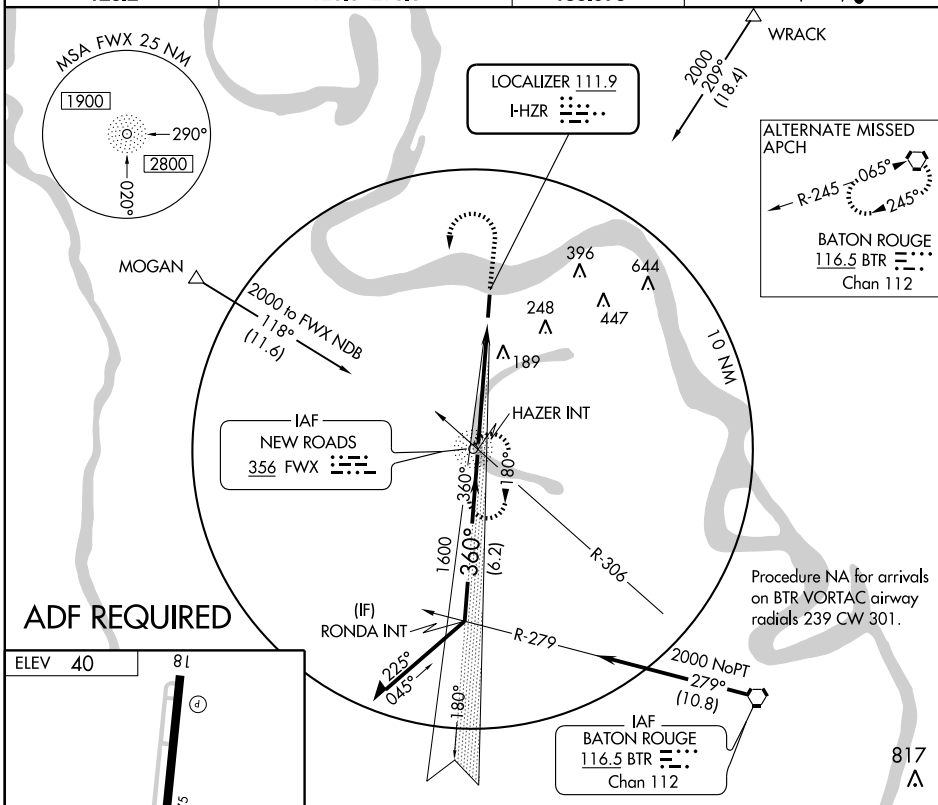
**MISSED APPROACH:** Climb to 700 then climbing left turn to 2000 direct FWX NDB and hold.

BATON ROUGE ASOS  
**125.2**

BATON ROUGE APP CON ★  
**120.3 278.3**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF) 0**

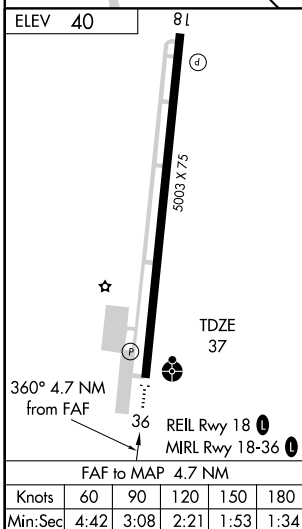


ALTERNATE MISSED  
APCH

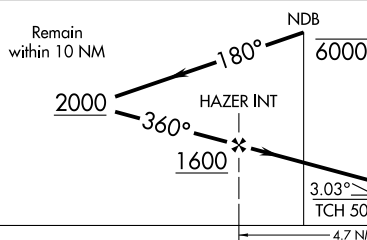


BATON ROUGE  
**116.5 BTR**  
Chan 112

ADF REQUIRED



Remain  
within 10 NM



CATEGORY	A	B	C	D
S-36	540-1	503 (500-1)	540-1½	503 (500-1½)
CIRCLING	540-1	500 (500-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)



NDB FWX <b>356</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>5003</b> <b>37</b> <b>40</b>
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**NDB RWY 36**

NEW ROADS/FALSE RIVER RGNL (HZR)

**⚠** Inoperative table does not apply. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet, and increase S-36 Cats C and D and circling Cat C visibility ¼ mile.



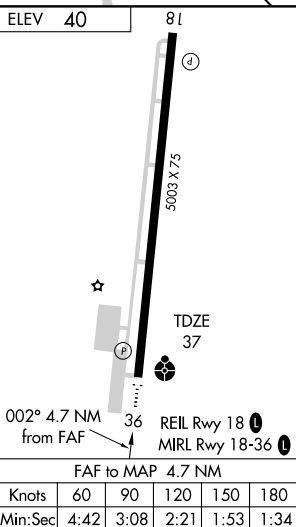
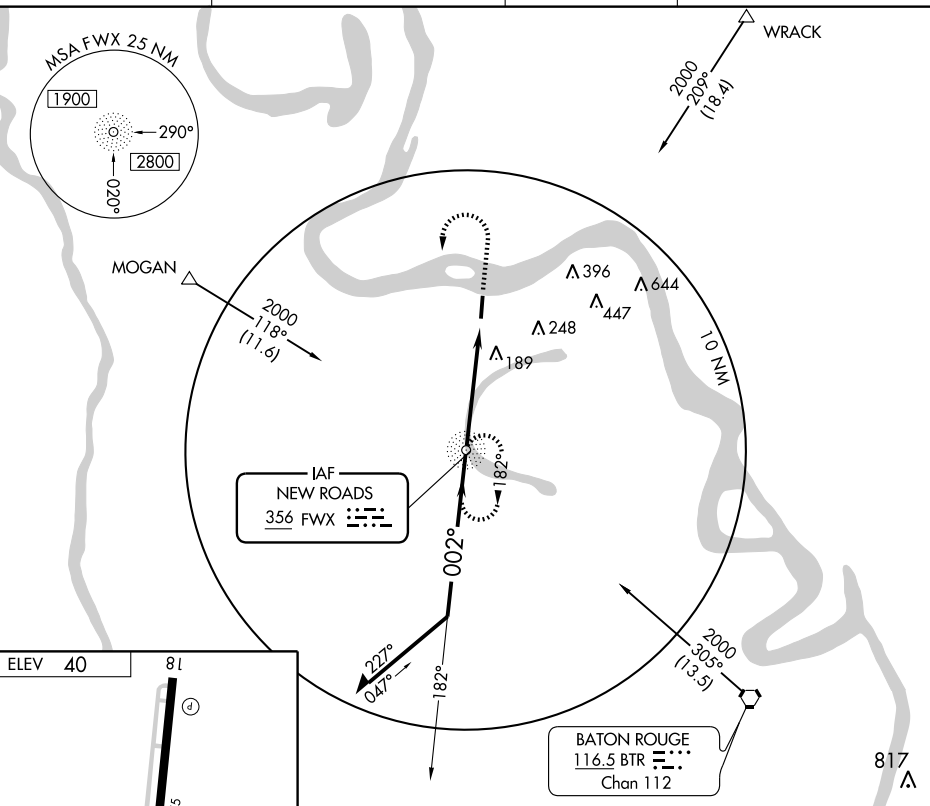
**MISSED APPROACH:** Climb to 700 then climbing left turn to 2000 direct FWX NDB and hold.

BATON ROUGE ASOS  
**125.2**

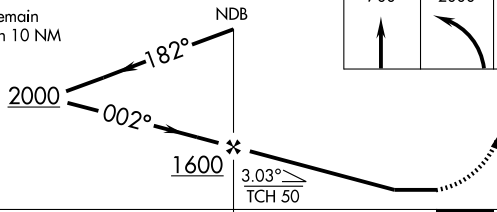
BATON ROUGE APP CON★  
**120.3 278.3**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF) 0**



Remain within 10 NM



APP CRS **180°**  
Rwy Idg **5003**  
TDZE **40**  
Apt Elev **40**

# RNAV (GPS) RWY 18

NEW ROADS/ FALSE RIVER RGNL (HZR)

**▼** DME/DMERNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** NA Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct OVBAE and hold.

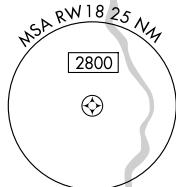
BATON ROUGE ASOS  
**125.2**

BATON ROUGE APP CON ★  
**120.3 278.3**

GCO  
**135.075**

UNICOM  
**122.8** (CTAF) **①**

Procedure NA for arrivals at MOGAN via V222 southwest bound.



ELEV **40**

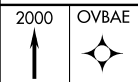
TDZE **40**

180° to RWY 18



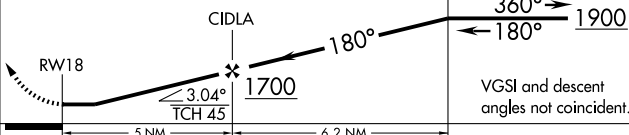
REIL Rwy 18 **①**  
MIRL Rwy 18-36 **①**

MISSED APCH FIX



Procedure NA for arrivals on BTR VORTAC airway radials 354 CW 041.

4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	560-1 520 (600-1)	560-1½ 520 (600-1½)	560-1¾ 520 (600-1¾)	560-2 520 (600-2)
CIRCLING	560-1 520 (600-1)	560-1½ 520 (600-1½)	560-2 520 (600-2)	560-2 520 (600-2)

WAAS CH <b>42607</b> <b>W36A</b>	APP CRS <b>360°</b>	Rwy Idg <b>5003</b> TDZE <b>37</b> Apt Elev <b>40</b>
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# RNAV (GPS) RWY 36

NEW ROADS/ FALSE RIVER RGNL (HZR)

**▼** Inoperative table does not apply. BARO-VNAV NA.  
**▲ NA** Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.



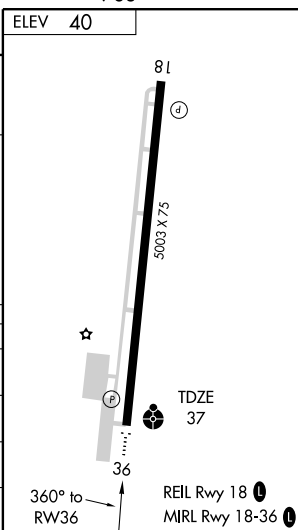
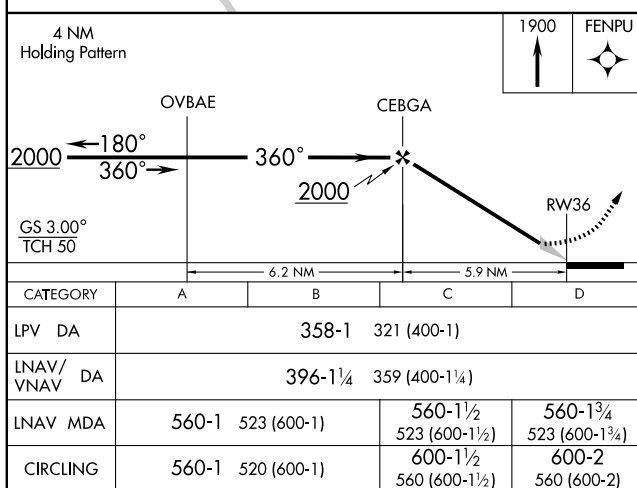
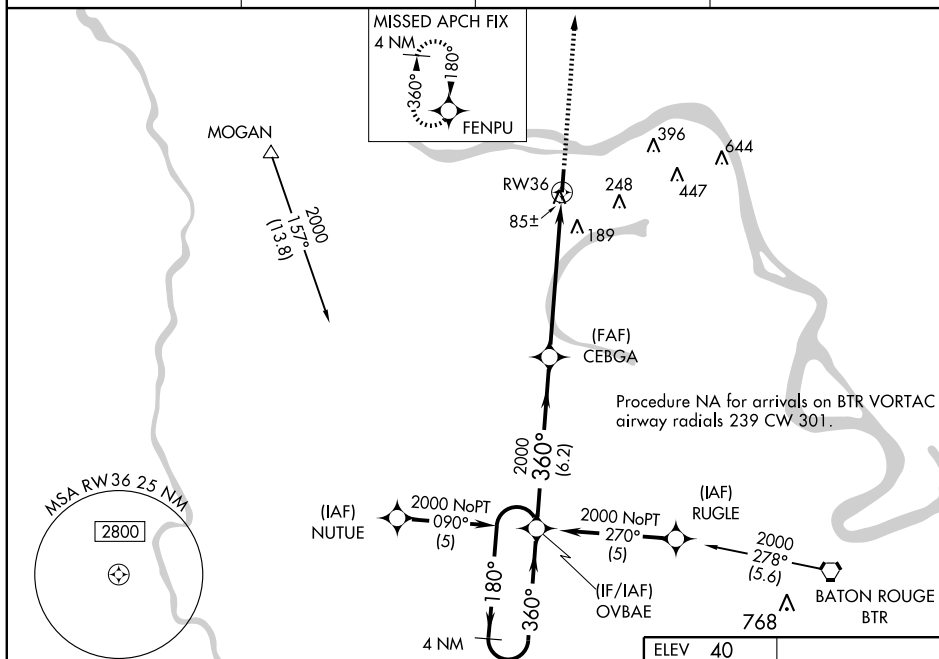
MISSED APPROACH: Climb to 1900 direct FENPU and hold.

BATON ROUGE ASOS  
**125.2**

BATON ROUGE APP CON ★  
**120.3 278.3**

GCO  
**135.075**

UNICOM  
**122.8** (CTAF) **1**



VORTAC BTR <b>116.5</b> Chan <b>112</b>	APP CRS <b>320°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>40</b>
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**VOR/DME-A**

NEW ROADS/ FALSE RIVER RGNL (HZR)

**▼** Use Baton Rouge altimeter setting; when not received, use LaFayette Rgnl altimeter setting and increase all MDA 60 feet, and increase Cat C visibility ¼ mile.

**▲ NA**

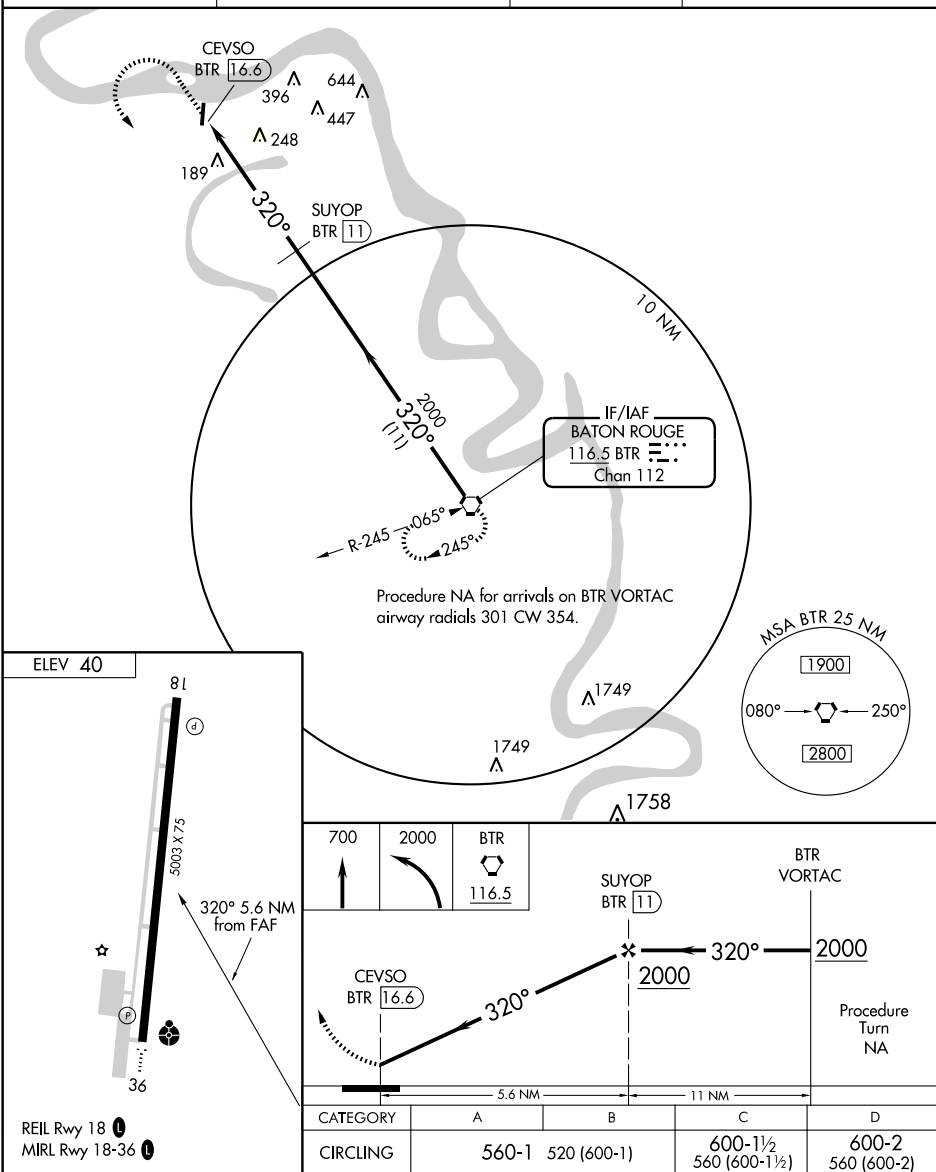
**MISSED APPROACH:** Climb to 700 then climbing left turn to 2000 direct BTR VORTAC and hold.

BATON ROUGE ASOS  
**125.2**

BATON ROUGE APP CON ★  
**120.3 278.3**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF) 0**



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

## OAKDALE

**ALLEN PARISH** (ACP) 4 S UTC-6(-5DT) N30°45.03' W92°41.31'

107 B FUEL 100LL, JET A NOTAM FILE DRI

RWY 18-36: H4994X75 (ASPH) S-11 MIRL

RWY 18: REIL. PAPI (P2L)—GA 3.0° TCH 50'. Trees.

RWY 36: REIL. PAPI (P2L)—GA 3.0° TCH 50'. Trees.

**AIRPORT REMARKS:** Attended continuously. Fuel avbl self service with credit card. MIRL Rwy 18-36 and REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.275 (318) 215-9728.

Unreliable.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® POLK APP/DEP CON 123.7

GCO 135.075 (POLK APCH CTL and Flight Services)

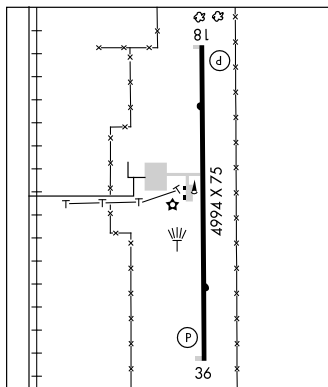
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40'

W92°30.06' 195° 31.8 NM to fld. 80/3E. HIWAS.

OAKDALE NDB (MHW) 379 LRR N30°38.47' W92°41.35' 357°

6.5 NM to fld. NOTAM FILE DRI.



HOUSTON  
L-21B, 22E  
IAP

## OAK GROVE

**KELLY** (9M6) 1 SW UTC-6(-5DT) N32°50.95' W91°24.24'

112 B S4 FUEL 100LL, JET A NOTAM FILE DRI

RWY 18-36: H3000X60 (ASPH) S-10 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.75° TCH 47'. Thld dsplcd 250'.  
P-line.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

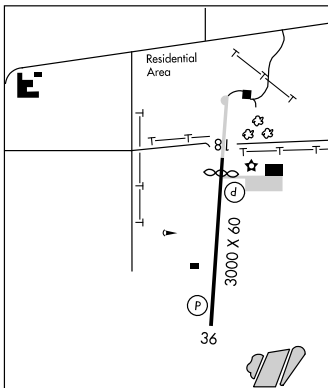
**AIRPORT REMARKS:** Attended Mon-Fri 1400-2200Z. Fuel avbl 24 hrs with credit card. MIRL Rwy 18-36 and REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01'

W92°02.16' 055° 37.7 NM to fld. 80/3E. HIWAS.



MEMPHIS  
L-18F

## OIL CITY

**THACKERS** (5F8) 3 N UTC-6(-5DT) N32°47.49' W93°57.39'

202 NOTAM FILE DRI

RWY 08-26: 2900X50 (TURF)

RWY 08: Trees. RWY 26: Trees.

**AIRPORT REMARKS:** Unattended. Livestock on and in vicinity of rwy.

**COMMUNICATIONS:** CTAF 122.9

MEMPHIS

NDB LRR <b>379</b>	APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>4994</b> <b>107</b> <b>107</b>
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# NDB RWY 36

OAKDALE/ ALLEN PARISH (ACP)

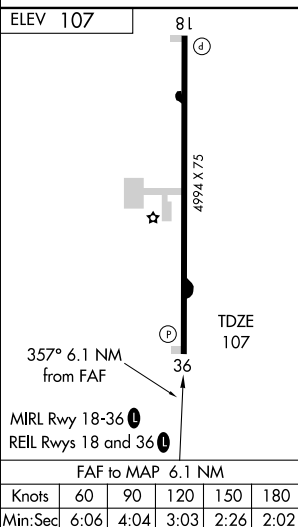
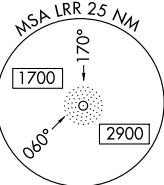
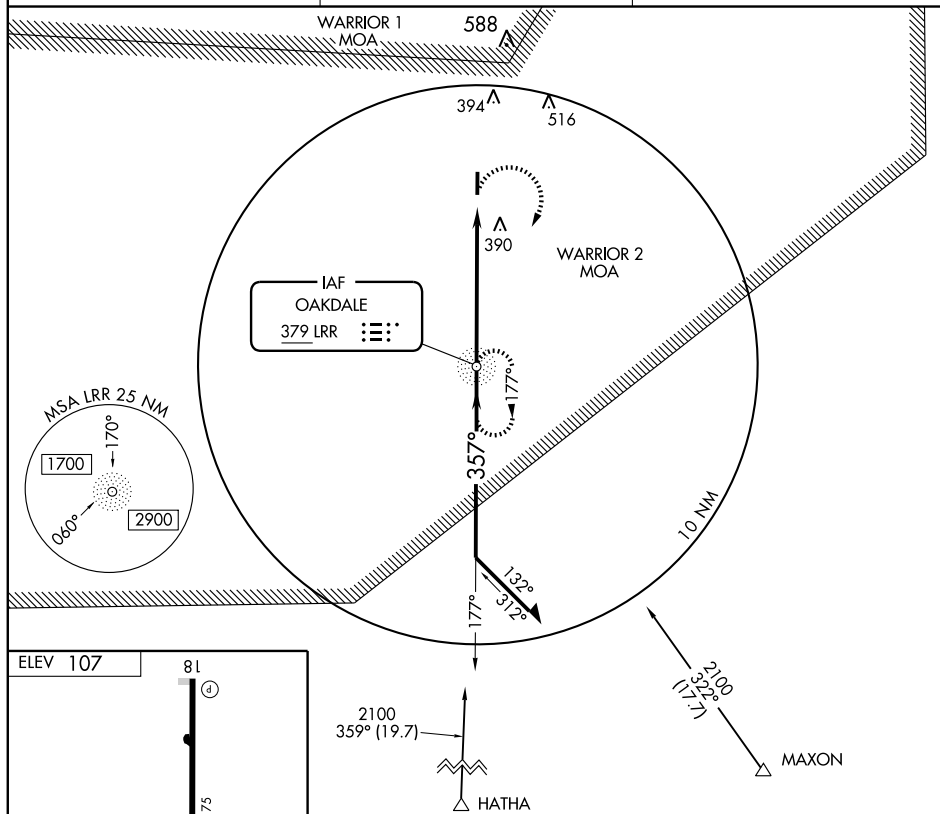
**▽** If local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDAs 100 feet.

**▲** NA MISSED APPROACH: Climbing right turn to 2100 direct LRR NDB and hold.

AWOS-3  
**118.275**

POLK APP CON  
**123.7 254.8**

UNICOM  
**122.8 (CTAF) 0**



Remain within 10 NM		NDB	2100	LRR
2100		177°	357°	379
2100		2.98°	TCH 51	
6.1 NM				
CATEGORY	A	B	C	D
S-36	760-1	653 (700-1)	760-1 <sup>3</sup> / <sub>4</sub> 653 (700-1 <sup>3</sup> / <sub>4</sub> )	NA
CIRCLING	760-1	653 (700-1)	760-1 <sup>3</sup> / <sub>4</sub> 653 (700-1 <sup>3</sup> / <sub>4</sub> )	NA

WAAS CH <b>77914</b> <b>W18A</b>	APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev	<b>4994</b> <b>104</b> <b>107</b>
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**RNAV (GPS) RWY 18**

OAKDALE/ ALLEN PARISH (ACP)

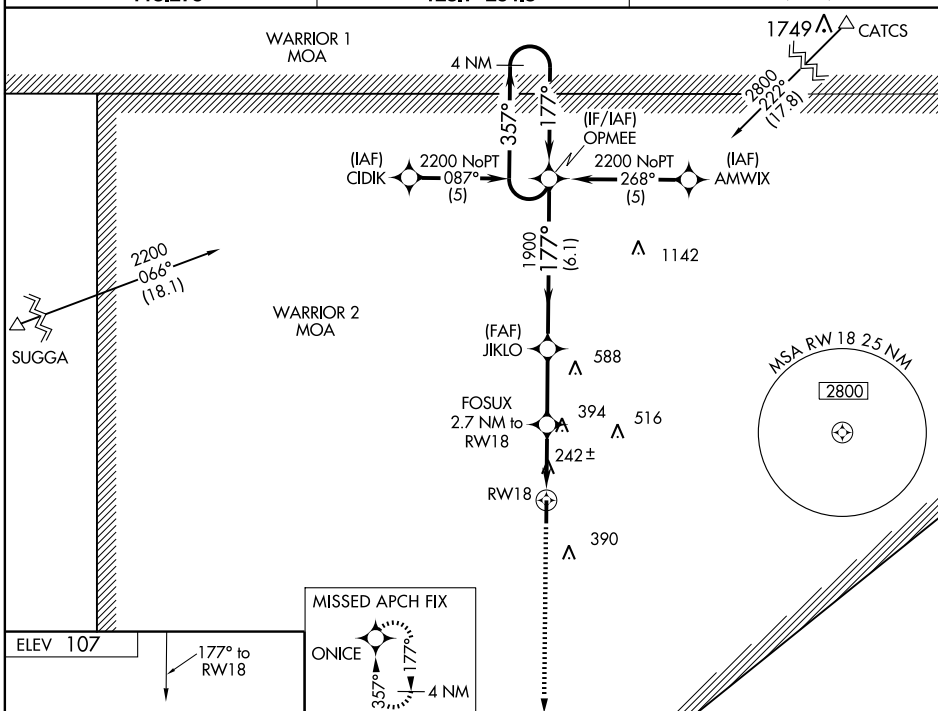
Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 2000 direct ONICE and hold.

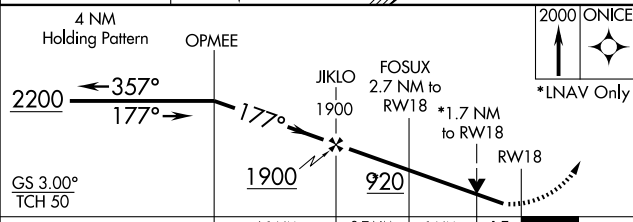
AWOS-3  
**118.275**

POLK APP CON  
**123.7 254.8**

UNICOM  
**122.8 (CTAF) 0**



MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	515-1½	411 (500-1½)		NA
LNAV/ VNAV DA	549-1½	445 (500-1½)		NA
LNAV MDA	700-1	596 (600-1)	700-1½ 596 (600-1½)	NA
CIRCLING	700-1 593 (600-1)	740-1 633 (700-1)	740-1¾ 633 (700-1¾)	NA

WAAS CH <b>49214</b> <b>W36A</b>	APP CRS <b>357°</b>	Rwy Idg TDZE <b>107</b> Apt Elev <b>107</b>	<b>4994</b>
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**RNAV (GPS) RWY 36**

OAKDALE/ALLEN PARISH (ACP)



Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile.

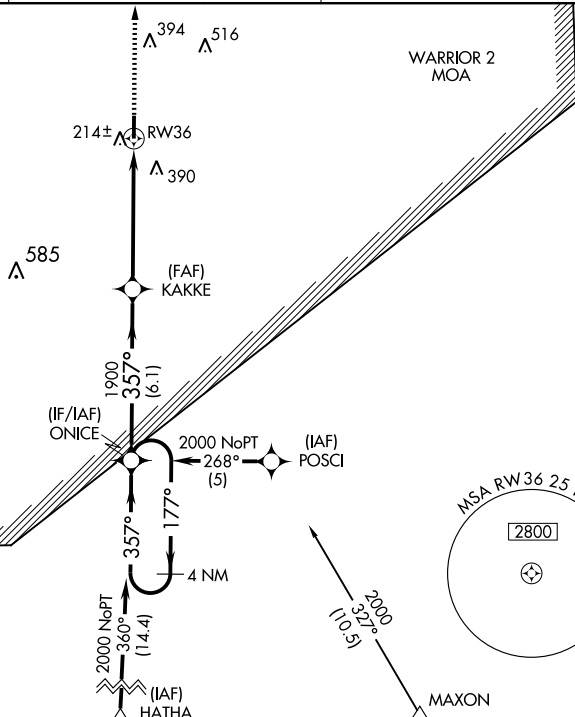
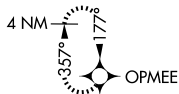
**MISSED APPROACH:**  
Climb to 2200 direct  
OPMEE and hold.

AWOS-3  
**118.275**

POLK APP CON  
**123.7 254.8**

UNICOM  
**122.8 (CTAF) 0**

MISSED APCH FIX



ELEV 107

81

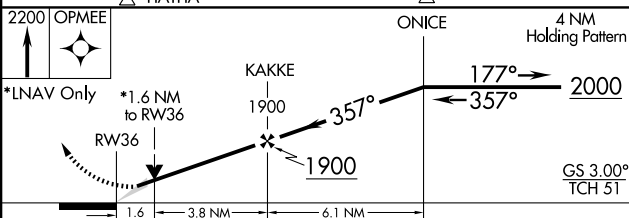
4994 X 75

TDZE

107

36

357° to RW36



CATEGORY	A	B	C	D
LPV DA	413-1	306 (400-1)		NA
LNAV/VNAV DA	702-2	595 (600-2)		NA
LNAV MDA	660-1	553 (600-1)	660-1½ 553 (600-1½)	NA
CIRCLING	660-1 553 (600-1)	740-1 633 (700-1)	740-1½ 633 (700-1½)	NA



**OLLA** (L47) 1 E UTC-6(-5DT) N31°53.77' W92°13.07'

130 B NOTAM FILE DRI

**RWY 03-21:** H3010X75 (ASPH) S-9

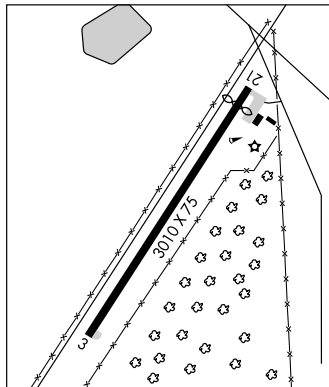
**RWY 03:** Trees. **RWY 21:** Thld dspcd 190'. Trees.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED nghts. Ponding on rwy and twys during heavy rains. Rwy 03 has a dip 450' from apch end of rwy. Rwy 03-21 surface cracked, dip in rwy near Rwy 03 end. Dspcd thld markings NSTD, no chevrons, arrows or thld bar. Rotating bcn OTS indef. Windsock OTS indef.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.

**MONROE (L) VORTACW** 117.2 MLU Chan 119 N32°31.01' W92°02.16' 191° 38.3 NM to fld. 80/3E. **HIWAS.**



HOUSTON

L-22E

## OPELOUSAS

**ST LANDRY PARISH-AHART FLD** (OPL) 2 NW UTC-6(-5DT) N30°33.50' W92°05.96'

75 B S2 **FUEL** 100LL, JET A NOTAM FILE DRI

**RWY 18-36:** H5999X100 (CONC) S-30 MIRL

**RWY 18:** REIL. PAPI(P2L)—GA 3.5° TCH 58'. Trees. Thld dspcd 150'.

**RWY 36:** REIL. PAPI(P2L)—GA 3.5° TCH 52'. Thld dspcd 789'. Road.

**RWY 06-24:** H4051X100 (CONC) S-30

**RWY 06:** Thld dspcd 165'. Trees. **RWY 24:** Thld dspcd 169'. Road. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z, Sun 1400-1800Z. For fuel after hours call 337-407-1551. Parachute Jumping. Rwy 06-24 has some cracks with grass. Rwy has ponding during wet weather. Rwy 18-36 has cracks with grass in cracks. Bump in Rwy 18 at 850' from dspcd thld. Rwy has ponding during wet weather. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF.

**NOTE:** See Special Notices—Aerobatic Practice Area.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

® **LAFAYETTE APP/DEP CON** 128.7 (1030-0530Z)

**HOUSTON CENTER APP/DEP CON** 126.35 (0530-1030Z)

**GCO** 135.075 (LAFAYETTE APCH and DE RIDDER FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LFT.

**LAFAYETTE (L) VORTACW** 109.8 LFT Chan 35 N30°11.63' W91°59.55' 343° 22.5 NM to fld. 36/3E.

**HIWAS.**

**NDB (MHW)** 335 OPL N30°39.32' W92°05.92' 176° 5.8 NM to fld. NOTAM FILE DRI.

**PATTERSON** N29°42.88' W91°20.20' NOTAM FILE PTN.

**NDB (MHW)** 245 PTN at Harry P. Williams Mem. Unusable byd 15 NM.

HOUSTON

L-21B, 22F, GOMC

**PATTERSON** N29°42.68' W91°20.31'

**RCO** 122.5 (DE RIDDER RADIO)

HOUSTON

L-22E

## NDB RWY 18

OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

NDB OPL <b>335</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>5849</b> <b>71</b> <b>75</b>
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▼ If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet.

▲ NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct OPL NDB and hold.

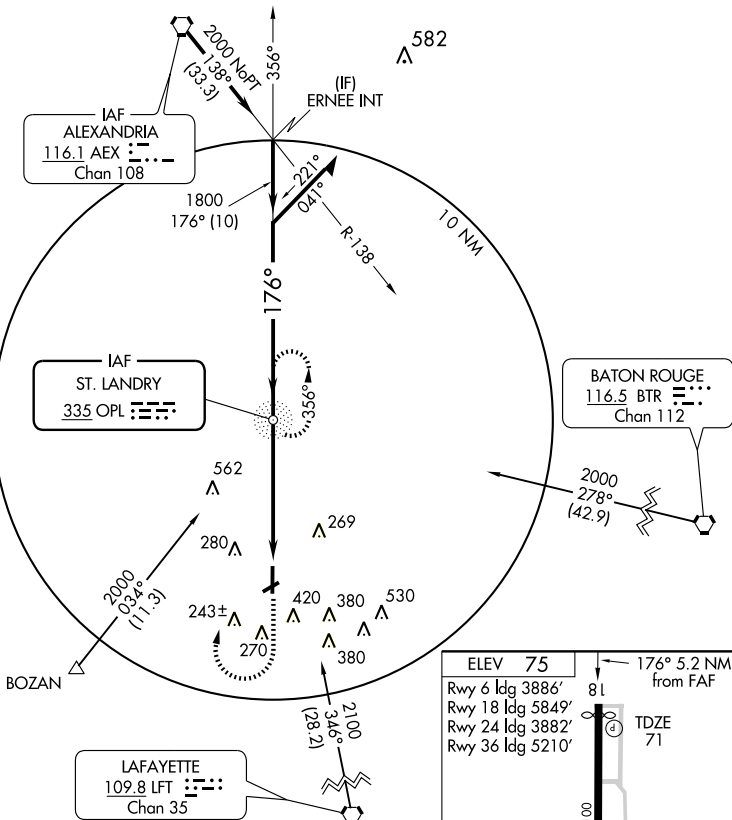
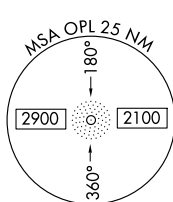
LAFAYETTE APP CON\*

**128.7 268.7**

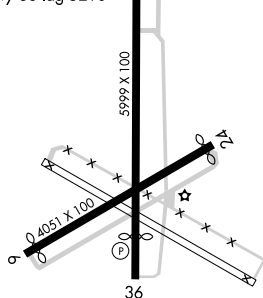
GCO

**135.075**

UNICOM

**123.0 (CTAF) 0**

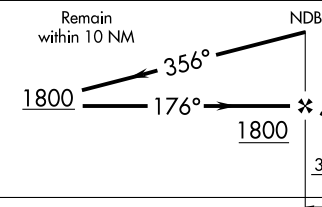
ELEV 75	176° 5.2 NM from FAF
Rwy 6 ldg 3886'	
Rwy 18 ldg 5849'	
Rwy 24 ldg 3882'	
Rwy 36 ldg 5210'	



REIL Rwy 18 and 36  
MIRL Rws 18-36

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-18	640-1 569 (600-1)		640-1½ 569 (600-1½)	640-1¾ 569 (600-1¾)
CIRCLING	780-1 705 (800-1)		780-2 705 (800-2)	780-2¼ 705 (800-2¼)

APP CRS **176°**  
 Rwy Idg **5849**  
 TDZE **71**  
 Apt Elev **75**

# RNAV (GPS) RWY 18

OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

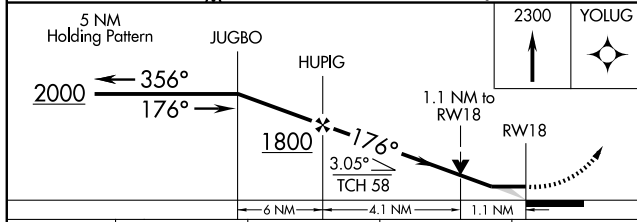
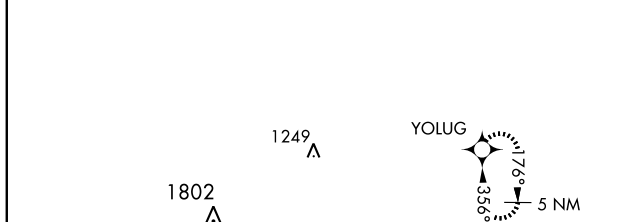
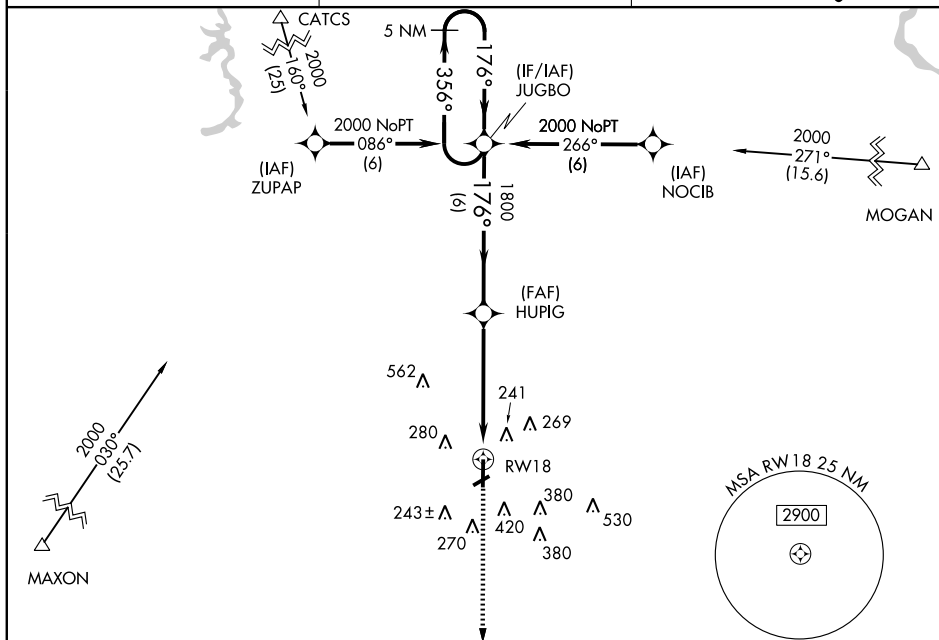
**NA** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA when using Lafayette Rgnl altimeter setting.

MISSED APPROACH: Climb to 2300 direct YOLUG and hold.

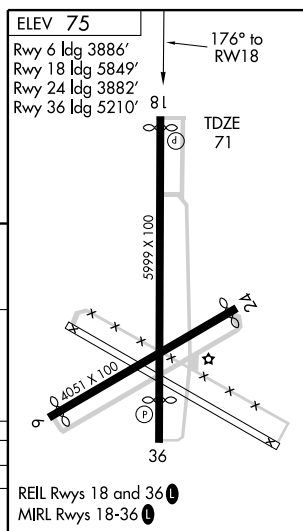
LAFAYETTE APP CON ★  
**128.7 268.7**

GCO  
**135.075**

UNICOM  
**123.0 (CTAF)**



CATEGORY	A	B	C	D
LNAV MDA	480-1	409 (500-1)	480-1¼	409 (500-1¼)
CIRCLING	780-1	705 (800-1)	780-2 705 (800-2)	780-2¼ 705 (800-2¼)



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

OPELOUSAS, LOUISIANA

AL-5775 (FAA)

# RNAV (GPS) RWY 36

OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

APP CRS	Rwy ldg	<b>5210</b>
<b>356°</b>	TDZE	<b>74</b>
	Apt Elev	<b>75</b>

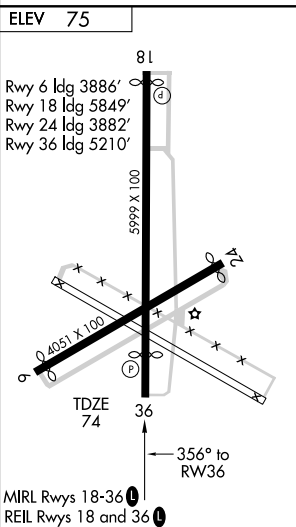
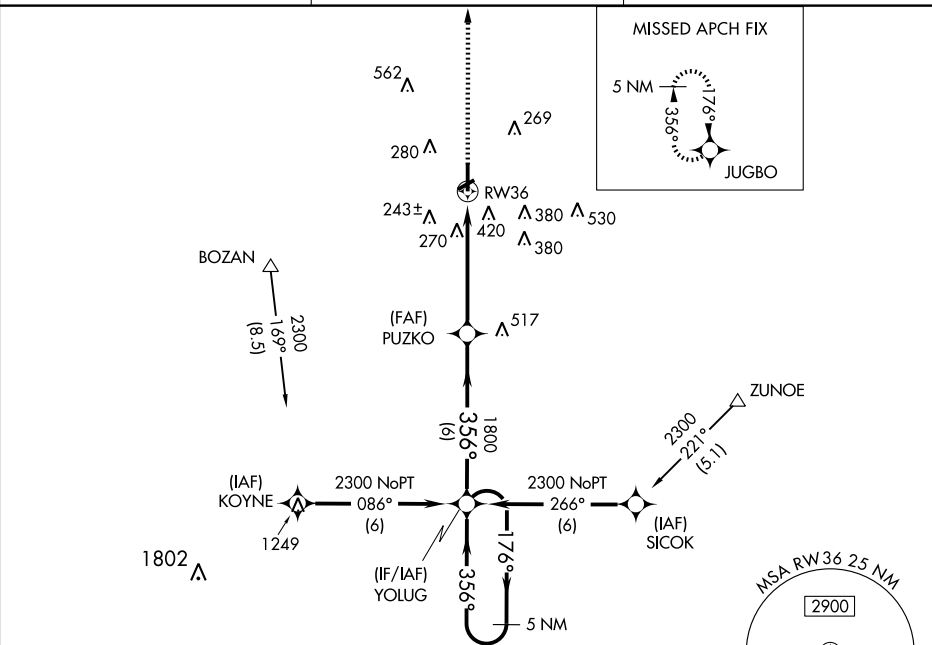
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA when using Lafayette Rgnl altimeter setting.

**MISSED APPROACH:** Climb to 2000 direct JUGBO and hold.

LAFAYETTE APP CON\*  
**128.7 268.7**

GCO  
**135.075**

UNICOM  
**123.0 (CTAF) 0**



Procedure NA for arrivals at LFT VORTAC via V552 eastbound.

2000		JUGBO		YOLUG		5 NM Holding Pattern	
1.8 NM to RW36		3.05° TCH 50		3.4 NM		6 NM	
CATEGORY	A		B		C		D
LNAV MDA	700-1		626 (700-1)		700-1¾ 626 (700-1¾)		700-2 626 (700-2)
CIRCLING	780-1		705 (800-1)		780-2 705 (800-2)		780-2¼ 705 (800-2¼)

OPELOUSAS, LOUISIANA

Orig 08157

OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

30°34'N-92°06'W

# RNAV (GPS) RWY 36

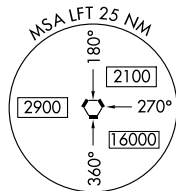
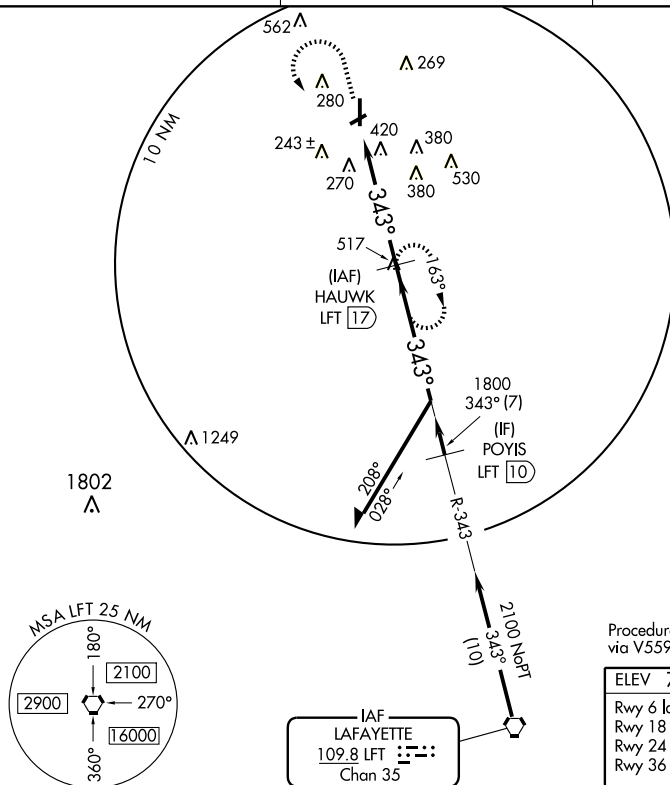
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LFT <b>109.8</b> Chan <b>35</b>	APP CRS <b>343°</b>	Rwy Idg TDZE Apt Elev	<b>5210</b> <b>74</b> <b>75</b>
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## VOR/DME RWY 36

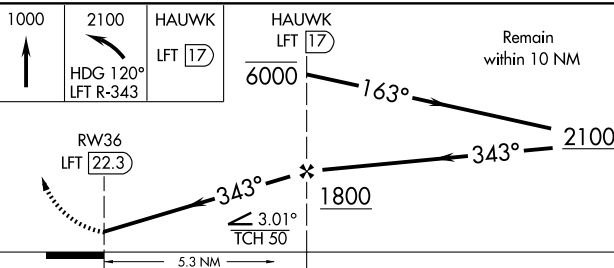
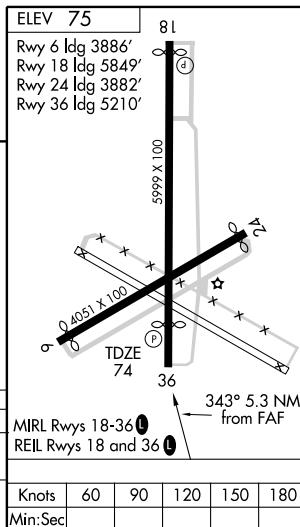
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

<p>▼ If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 via heading 120° and LFT R-343 to HAUWK 17 DME and hold.</p>
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LAFAYETTE APP CON ★  
**128.7 268.7**GCO  
**135.075**UNICOM  
**123.0 (CTAF) 0**

IAF  
LAFAYETTE  
**109.8 LFT**  
Chan 35

Procedure NA for arrivals at LFT VORTAC via V559 southbound.



CATEGORY	A	B	C	D
S-36	720-1 646 (700-1)	720-1½ 646 (700-1½)	720-1¾ 646 (700-1¾)	720-2 646 (700-2)
CIRCLING	780-1 705 (800-1)	780-1½ 705 (800-1½)	780-2 705 (800-2)	780-2½ 705 (800-2½)

## PATTERSON

**HARRY P. WILLIAMS MEM** (PTN) 2 NW UTC-6(-5DT) N29°42.57' W91°20.34'

HOUSTON

9 B S4 FUEL 100LL, JET A NOTAM FILE PTN

H-7D, L-21B, 22F, GOMC  
IAP

RWY 06-24: H5399X150 (ASPH) S-32 MIRL

RWY 06: REIL. PAPI(P2L). Thld dsplcd 395'. GA 3.0° TCH 50'. Trees.

RWY 24: MALSR. PAPI(P2L)—GA 3.0° TCH 50'. Rgt tfc.

**AIRPORT REMARKS:** Attended dawn-dusk. CAUTION—seaplane landing area (water channel) Southeast of adjacent/parallel runway. Rwy 06-24 3" lip (dropoff) south side of rwy. MIRL Rwy 06-24 and REIL Rwy 06 preset low ints dusk to dawn, to increase ints and ACTIVATE MALSR Rwy 24—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 134.575 (985) 395-6735.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

PATTERSON RCO 122.5 (DE RIDDER RADIO)

TIBBY RCO 122.1R 112.0T (DE RIDDER RADIO)

Ⓡ NEW ORLEANS APP/DEP CON 124.3

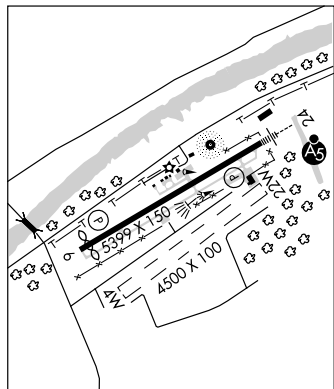
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DRI.

TIBBY (L) VORTAC 112.0 TBD Chan 57 N29°39.86'

W90°49.75' 274° 26.8 NM to fld. 10/2E.

PATTERSON NDB (MHW) 245 PTN N29°42.88' W91°20.20' at  
fld. NOTAM FILE PTN. Unusable byd 15 NM.

ILS/DME 108.3 I-PTN Chan 20 Rwy 24. Class IA.



TPA—1009(1000)

**WATERWAY 04-22:** 4500X100 (WATER)

**WATERWAY 04:** Road. Rgt tfc. **WATERWAY 22:** Trees.

**PINEVILLE MUNI** (2LØ) 2 N UTC-6(-5DT) N31°20.53' W92°26.61'

HOUSTON

100 B S4 FUEL 100LL TPA-SEE REMARKS NOTAM FILE DRI

L-21B, 22E

RWY 18-36: H3000X75 (ASPH) S-15.5 MIRL

RWY 18: REIL. PAPI(P2L)—GA 4.0° TCH 68'. Trees.

RWY 36: REIL. PAPI(P2R)—GA 3.0° TCH 49'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2200Z† For fuel after hrs call 318-449-5679. Rwy 18 drop off 95' from end of rwy. Rwy 36 lake 96' from end of rwy. TPA-1100' MSL for fixed wing for Rwy 18-36. 800' for acft for water Rwy 05W-23W. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset on low ints dusk to dawn, to increase ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 027° 5.9 NM to fld.  
80/3E. HIWAS.

80

**WATERWAY 05W-023W:** 3000X100 (WATER)

**WATERWAY 23W:** Rgt tfc.

## ILS RWY 24

PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

LOC I-PTN <b>108.3</b> Chan <b>20</b>	APP CRS <b>238°</b>	Rwy Idg TDZE Apt Elev	<b>5399</b> <b>9</b> <b>9</b>
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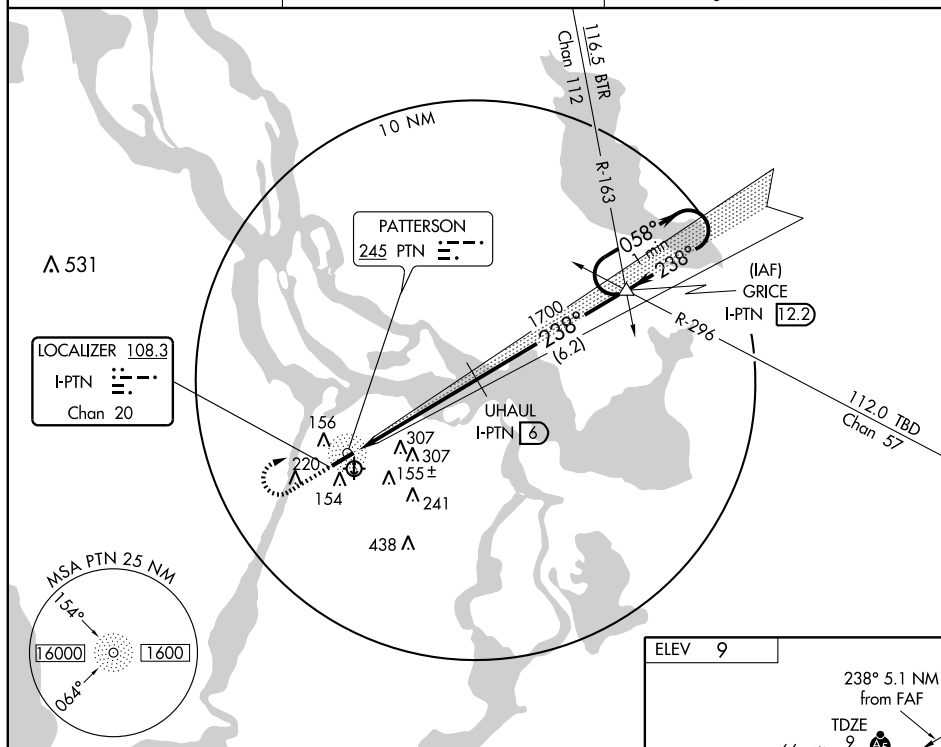


MISSED APPROACH: Climb to 600 then climbing right turn to 1700 via I-PTN NE course to GRICE Int/I-PTN 12.2 DME and hold.

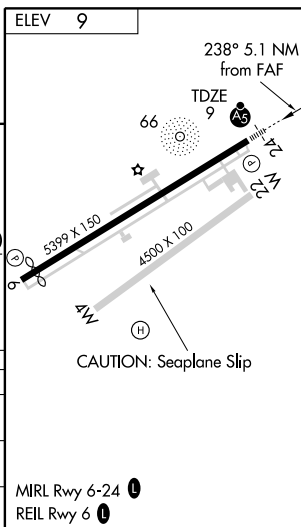
AWOS-3  
**134.575**

NEW ORLEANS APP CON  
**124.3 256.9**

UNICOM  
**122.8** (CTAF) **0** (MIRL RWY 6-24)  
**122.9** **0** (MIRL RWY 4W-22W)



600 ↑	1700 ↗ I-PTN NE 12.2	GRICE △ I-PTN 12.2	UHAUL I-PTN 6	GRICE INT I-PTN 12.2	One Minute Holding Pattern
* DME required for Localizer minimums.					
<p>058° → 1700 ← 238°</p> <p>GS 3.00° TCH 50</p>					
CATEGORY	A	B	C	D	
S-ILS 24	209-½ 200 (200-½)			NA	
S-LOC 24 *	400-½ 391 (400-½)			NA	
CIRCLING	520-1 511 (600-1)	580-1 571 (600-1)	620-1¾ 611 (700-1¾)	NA	



NDB PTN <b>245</b>	APP CRS <b>052°</b>	Rwy Idg TDZE Apt Elev	<b>5005</b> <b>9</b> <b>9</b>
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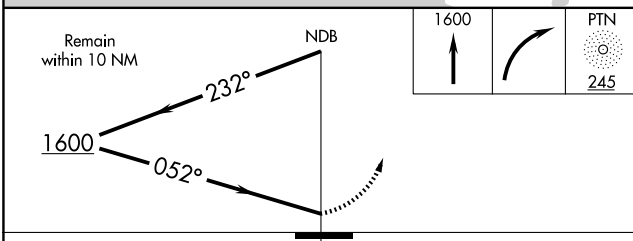
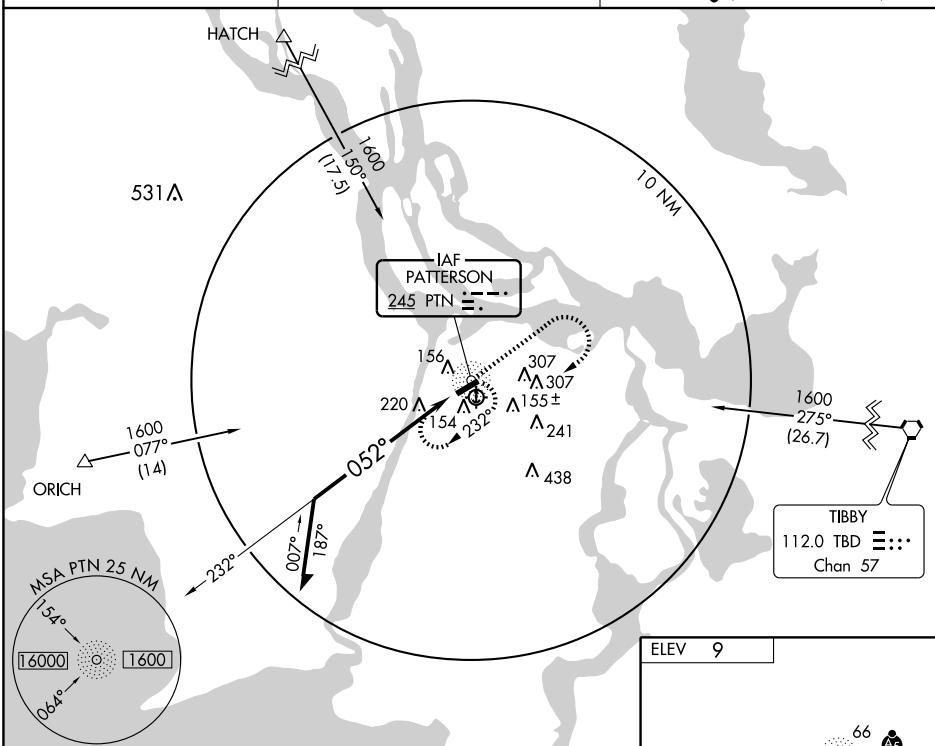
NA

MISSED APPROACH: Climb to 1600, then right turn direct PTN NDB and hold.

AWOS-3  
**134.575**

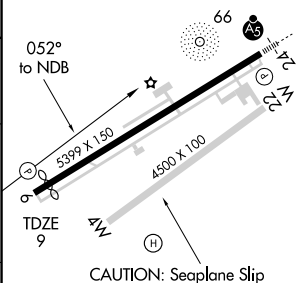
NEW ORLEANS APP CON  
**124.3 256.9**

UNICOM  
**122.8** (CTAF) **0** (MIRL RWY 6-24)  
**122.9** **0** (MIRL RWY 4W-22W)



CATEGORY	A	B	C	D
S-6	640-1	631 (700-1)	640-1¾ 631 (700-1¾)	NA
CIRCLING	640-1	631 (700-1)	640-1¾ 631 (700-1¾)	NA

ELEV 9



MIRL Rwy 6-24 **0**  
REIL Rwy 6 **0**





APP CRS <b>238°</b>	Rwy Idg TDZE Apt Elev	<b>5399</b> <b>9</b>
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## RNAV (GPS) RWY 24

PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

**V** BARO VNAV NA below -15°C (5°F). When VGSI inoperative, circling Rwy 6 NA at night.  
**Δ** NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR

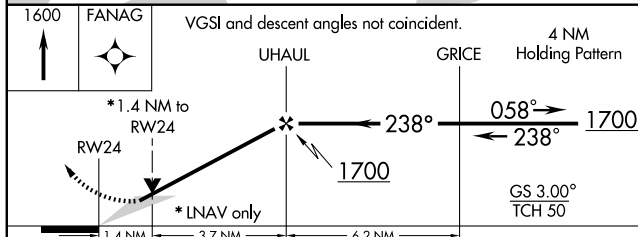
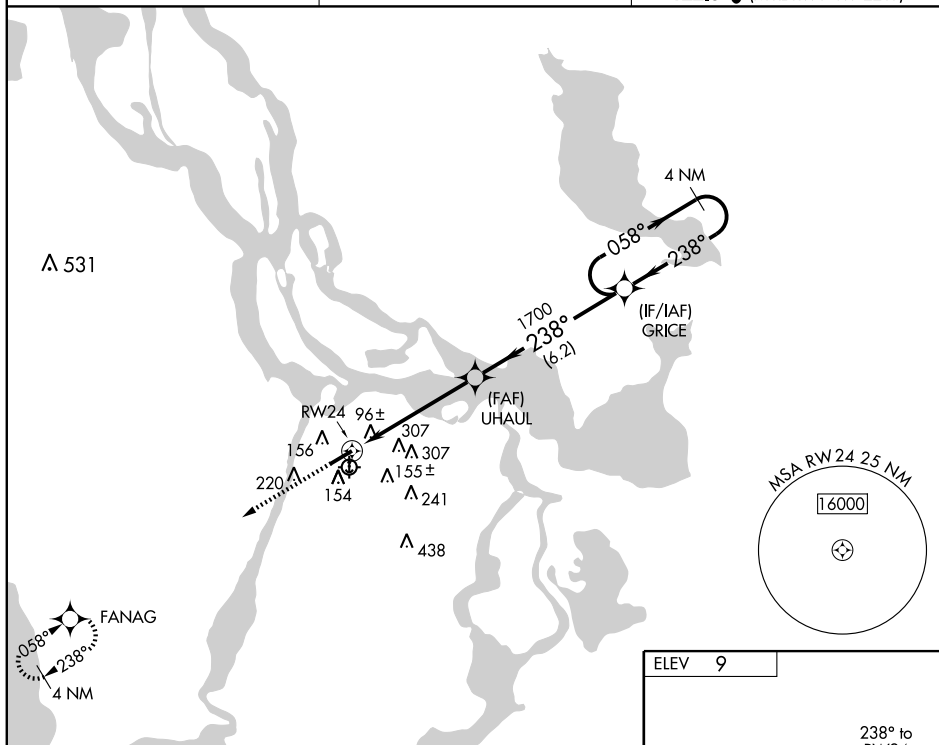


MISSED APPROACH: Climb to 1600 direct FANAG WP and hold.

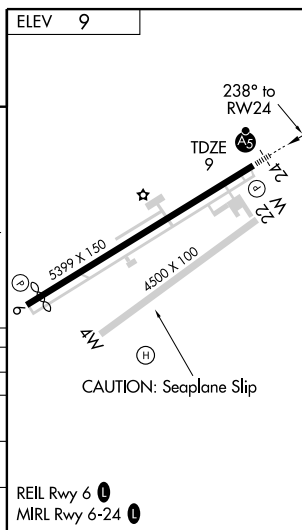
AWOS-3  
**134.575**

NEW ORLEANS APP CON  
**124.3 256.9**

UNICOM  
**122.8** (CTAF) **0** (MIRL RWY 6-24)  
**122.9** **0** (MIRL RWY 4W-22W)



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	380-¾ 371 (400-¾)			NA
LNAV MDA	500-½ 491 (500-½)	500-¾ 491 (500-¾)		NA
CIRCLING	520-1¼ 511 (600-1¼)	580-1¼ 571 (600-1¼)	620-1¾ 611 (700-1¾)	NA



VORTAC TBD <b>112.0</b> Chan <b>57</b>	APP CRS <b>274°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>9</b>
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VOR/DME-A

PATTERSON/HARRY P. WILLIAMS MEMORIAL (PTN)



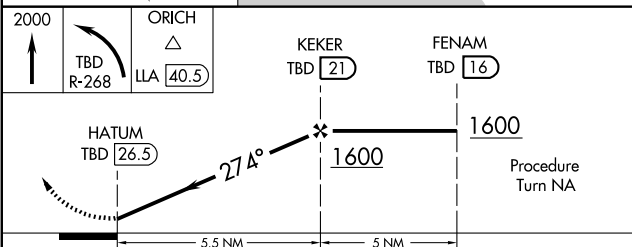
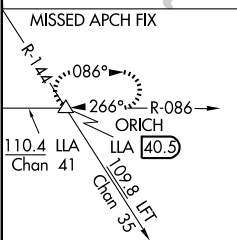
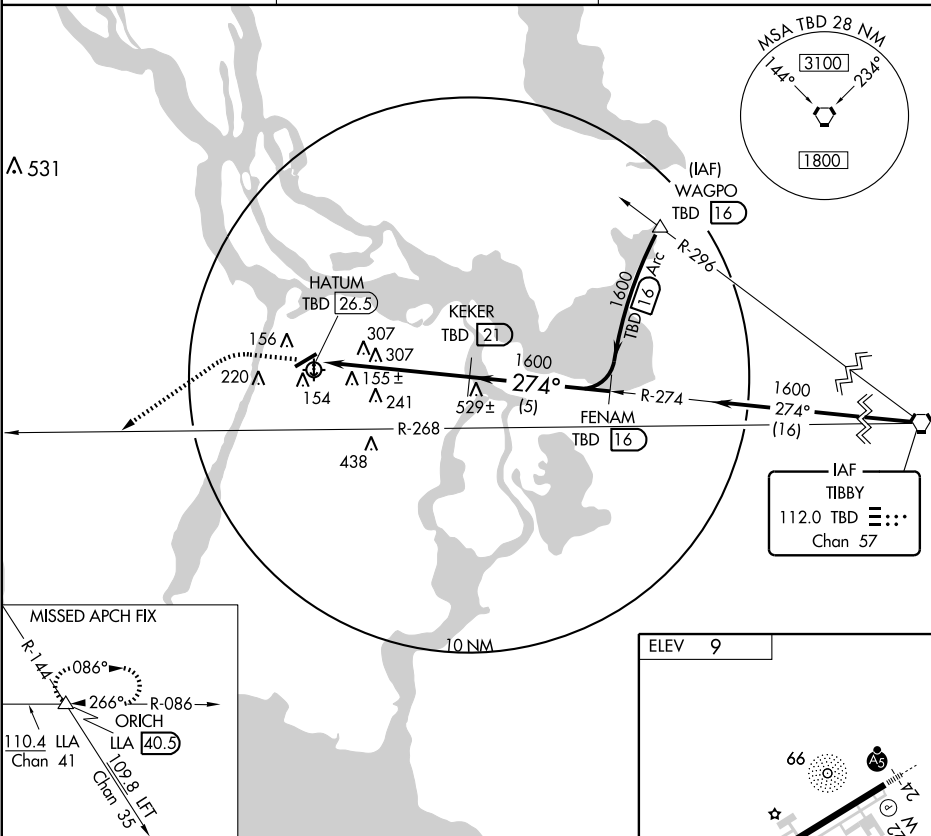
MISSED APPROACH: Climb to 2000 then left turn via TBD R-268 to ORICH Int/LLA 40.5 DME and hold.

AWOS-3  
**134.575**

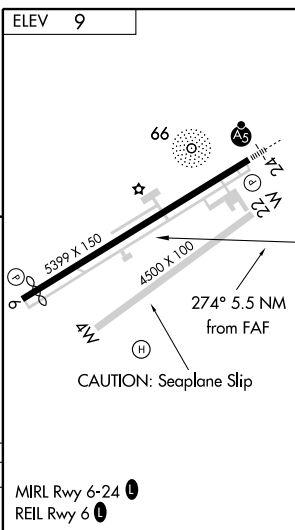
NEW ORLEANS APP CON  
**124.3 256.9**

UNICOM  
**122.8** (CTAF) **0** (MIRL RWY 6-24)  
**122.9** **0** (MIRL RWY 4W-22W)

A 531



CATEGORY	A	B	C	D
CIRCLING	1160-1½ 1151 (1200-1½)	1160-1½ 1151 (1200-1½)	1160-3 1151 (1200-3)	NA



**POLK AAF** (FORT POLK) (POE)(KPOE) A 7 SE UTC-6(-5DT) N31°02.69' W93°11.50'**HOUSTON**

330 B TPA—See Remarks NOTAM FILE DRI

**L-218, 22E****Rwy 15-33:** H4100X100 (ASPH) PCN 36 F/A/W/T HIRL**DIAP****Rwy 15:** ODALS. REIL. PAPI(P4L). Thld displcd 200'.**Rwy 33:** ALSF1. REIL. PAPI(P4L).**MILITARY SERVICE:** LGT Rwy 15 and Rwy 33 PAPI OTS indef. **FUEL** J8 **OIL** O-156 **TRAN ALERT** Limited svc. No follow-me.

**MILITARY REMARKS:** Opr Mon-Fri 1300-0400Z†. Closed weekends and fed hols. 24 hr ops during JRTC rotations. **RSTD** PPR 24 hr DSN 863-7328, C337-531-4831/7328. Ltd to C-130 & smaller acft. South & midfield twys clsd to all fixed winged acft. Parallel twy between twy A and midfield twy clsd to C-130 acft. **CAUTION** Steep drop-off at apch end of Rwy 15. Sinking asphalt on N ramp taxilane. No C-130 mooring points on ramp. C-130 aircrews must use wingwalkers when parking next to C-130 acft. Ltd afld signage. Faded non-reflective afld markings. **TFC PAT** All patterns W of fld. TPA—Fixed Wing tfc 1800(1470), Rotary Wing tfc 1000(670). **MISC** Rotary Wing Special VFR dalgt 500-1, ngt unaided/ngt vision goggles 700-2, Fixed Wing Special VFR not authorized. Rotary wing Special VFR recovery only dalgt 300-4/2, ngt unaided/Night Vision Devices 500-1, Fixed Wing Special VFR recovery not authorized. Surface visibility observation blocked NW-SE by hills, building and trees. Wx forecast avbl 26th OWS, DSN 781-4775, C1-866-223-9328 toll free.

**COMMUNICATIONS:** ATIS 134.85 234.3**APP/DEP CON** 123.7 254.8**TOWER** 119.0 257.75 41.5 **GND CON** 121.8 239.25**PMSV METRO** 134.1 249.75 40.35 **POE OPS** 36.05 374.2 **RANGE CON** 143.2 373.3 40.95**MEDEVAC OPS** 42.50 **FLT FOLLOWING** 123.7 254.8 (All flights ctc Polk apch 30 NM out.)**RADIO AIDS TO NAVIGATION:** NOTAM FILE DRI.(T) **VORTAC** 108.4 FXU Chan 21 N31°06.70' W93°13.07' 156° 4.2 NM to fld. 315/5E. Unusable 340°-029° byd 20 NM blo 3000'.**GATOR NDB (MHW)** 359 GUV N31°01.70' W93°11.09' 336° 1.1 NM to fld.**ASR/PAR****COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.**POLLOCK MUNI** (L66) 4 SW UTC-6(-5DT) N31°28.65' W92°27.67'**HOUSTON**

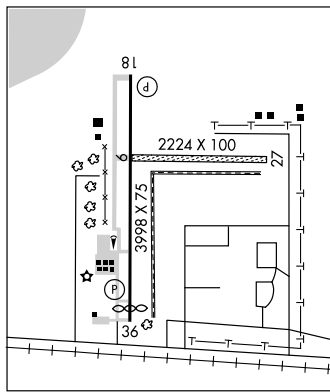
203 B NOTAM FILE DRI

**L-218, 22E****Rwy 18-36:** H4499X75 (ASPH) S-49 MIRL**Rwy 18:** Trees. **Rwy 36:** Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†. First 1000' Rwy 18 CLOSED indef. Rwy 18-36 cracking and grass growing through cracks. Cracks in rwy > ¼ inch. Surface rough. Ponding/standing water outer edges of Rwy 18 apch. Helicopter running landings not authorized on Rwy 18-36. Extensive military operations. Rotating bcn located 1/2 mile SE of arpt. MIRL Rwy 18-36 preset low ints, to incr ints **ACTIVATE**-122.7.

**COMMUNICATIONS:** CTAF/UNICOM 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.**ALEXANDRIA (H) VORTACW** 116.1 AEX Chan 108 N31°15.40' W92°30.06' 006° 13.4 NM to fld. 80/3E. **HIWAS**.**RAYVILLE****JOHN H HOOKS JR MEM** (M79) 1 NW UTC-6(-5DT) N32°29.13' W91°46.26'**MEMPHIS**83 B S4 **FUEL** 100LL, JET A NOTAM FILE DRI**L-18F****Rwy 18-36:** H3998X75 (ASPH) S-12 MIRL**IAP****Rwy 18:** REIL. PAPI(P2L)—GA 3.5° TCH 58'. Trees.**Rwy 36:** REIL. PAPI(P2L)—GA 3.5° TCH 53'. Thld displcd 291'. Trees.**Rwy 09-27:** 2224X100 (TURF)**Rwy 09:** Trees. **Rwy 27:** P-line.

**AIRPORT REMARKS:** Attended dalgt hrs. Rwy 18 thld displcd 1200' indef. Displcd thld markings NSTD-yellow. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to increase ints **ACTIVATE**—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**MONROE APP/DEP CON** 126.9 (1200-0400Z†)**FORT WORTH CENTER APP/DEP CON** 126.325 (0400-1200Z†)**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.**MONROE (L) VORTACW** 117.2 MLU Chan 119 N32°31.01' W92°02.16' 095° 13.6 NM to fld. 80/3E. **HIWAS**.**MOLLY RIDGE NDB (MHW)** 338 MRK N32°24.55' W91°46.68' 002° 4.6 NM to fld. NOTAM FILE DRI.

NDB MRK <b>338</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>3707</b> <b>82</b> <b>83</b>
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**NDB RWY 36**

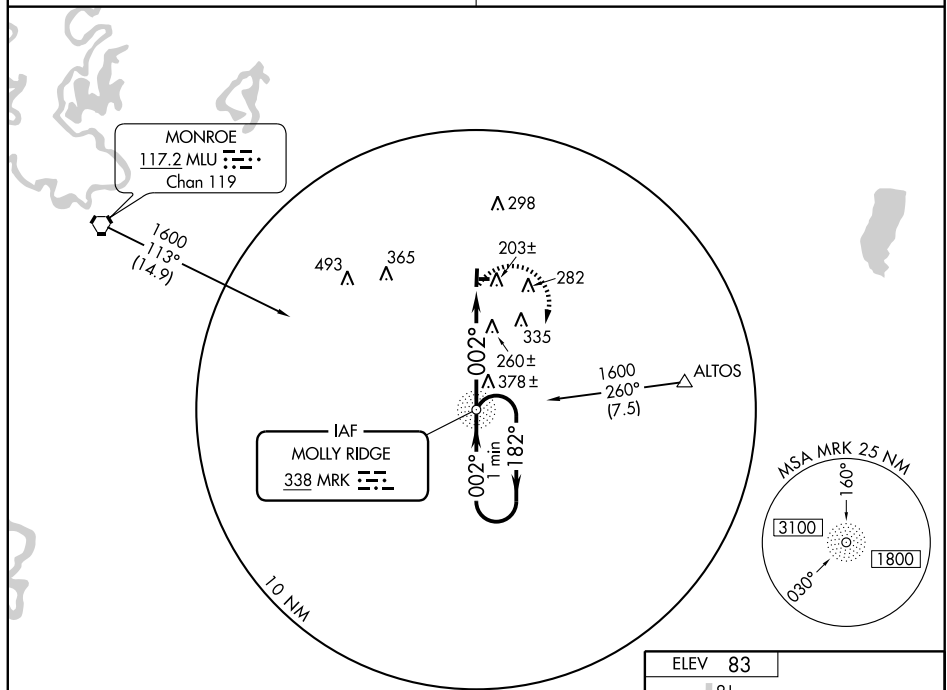
RAYVILLE/JOHN H. HOOKS JR. MEMORIAL (M79)

▼ Use Monroe altimeter setting.  
▲ NA

MISSED APPROACH: Climbing right turn to 1600 direct MRK  
NDB and hold.

MONROE APP CON ★  
**126.9**

UNICOM  
**122.8** (CTAF) **0**



One Minute  
Holding Pattern

NDB

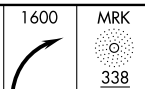
1600

← 182°  
002° →

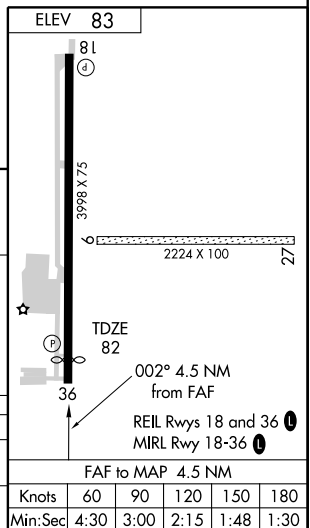
3.11°

TCH 45

4.5 NM



CATEGORY	A	B	C	D
S-36	660-1	578 (600-1)	NA	
CIRCUING	660-1 577 (600-1)	680-1 597 (600-1)	NA	



WAAS CH <b>58011</b> <b>W18A</b>	APP CRS <b>180°</b>	Rwy Idg <b>3998</b> TDZE <b>83</b> Apt Elev <b>83</b>
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## RNAV (GPS) RWY 18

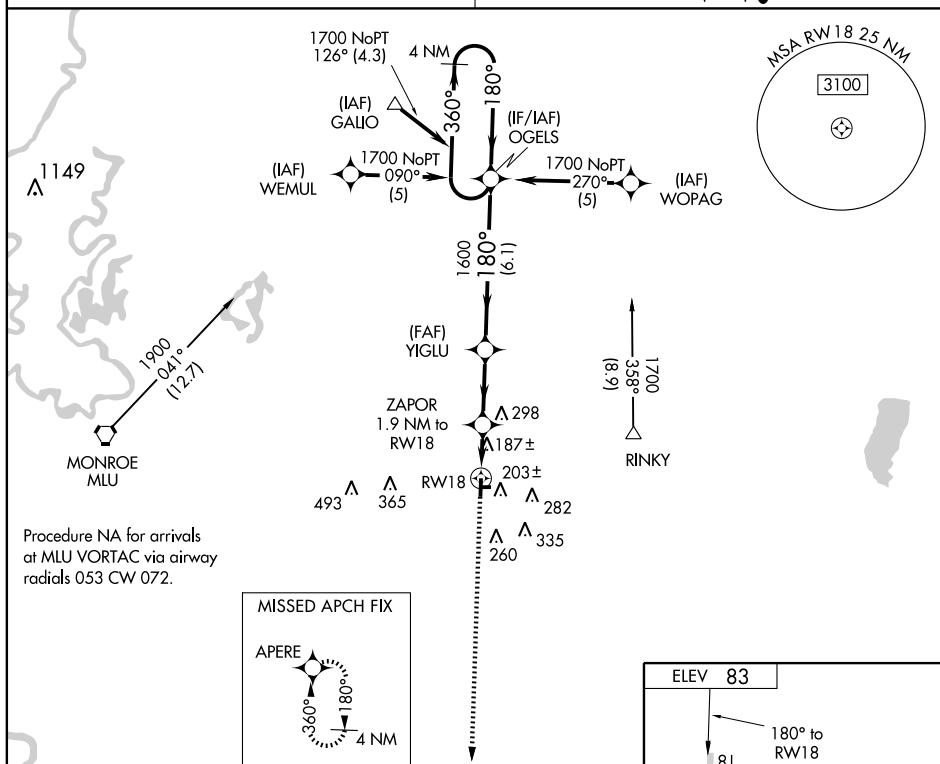
RAYVILLE/ JOHN H. HOOKS JR. MEMORIAL (M79)

**NA** Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting. When Monroe altimeter setting not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet, and increase LPV and LNAV/VNAV visibility 1/4 mile all Cats.

**MISSED APPROACH:**  
Climb to 1600 direct  
APERE and hold.

MONROE APP CON ★  
**126.9**

UNICOM  
**122.8 (CTAF)** **0**



1600

↑

APERE

✦

\*LNAV only

4 NM Holding Pattern

OGELS

360° →

← 180°

1700

YIGLU

180°

1600

VGSI and RNAV glidepath not coincident.

GS 3.00°

TCH 40

ZAPOR

1.9 NM to RW18

\*720

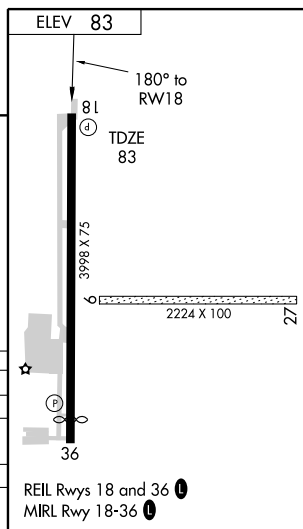
RW18

1.9 NM

2.7 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	457-1¼	374 (400-1¼)	NA	
LNAV/VNAV DA	518-1½	435 (500-1½)	NA	
LNAV MDA	480-1	397 (400-1)	NA	
CIRCLING	580-1	497 (500-1)	NA	



WAAS CH <b>78111</b> <b>W36A</b>	APP CRS <b>360°</b>	Rwy Idg <b>3707</b> TDZE <b>83</b> Apt Elev <b>83</b>
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**RNAV (GPS) RWY 36**

RAYVILLE/JOHN H. HOOKS JR. MEMORIAL (M79)

<p><b>▼</b> Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p> <p><b>▲</b> NA Use Monroe altimeter setting. When Monroe altimeter setting not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet, and increase LPV visibility ¼ mile all Cats.</p>	<p><b>MISSED APPROACH:</b> Climb to 1700 direct OGELS and hold.</p>
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MONROE APP CON ★

**126.9**

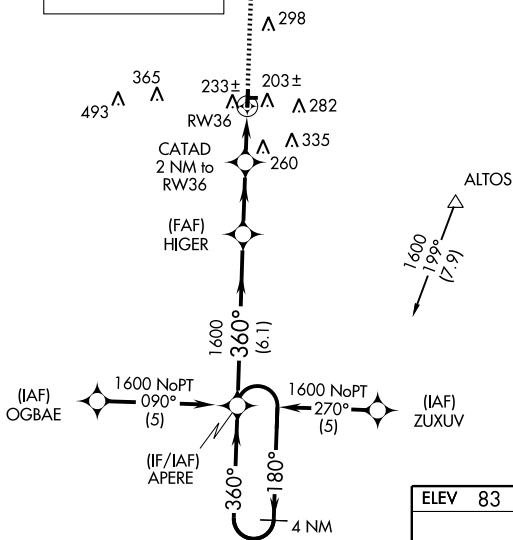
UNICOM

**122.8 (CTAF) 0**

MISSED APCH FIX

MONROE  
MLU

Procedure NA for arrivals  
at MLU VORTAC via airway  
radials 087 CW 157.

2049  
▲

ELEV 83

4 NM  
Holding Pattern

APERE

HIGER

1700

OGELS

1600

180°

360°

360°

1600

CATAD  
2 NM to  
RW36

\*LNNAV only

GS 3.00°  
TCH 40VGSI and RNAV glidepath  
not coincident.

\*740

RW36

6.1 NM

2.6 NM

2 NM

CATEGORY

A

B

C

D

LPV DA

459-1¼ 376 (400-1¼)

NA

LNNAV/  
VNAV DA

515-1½ 432 (500-1½)

NA

LNNAV MDA

600-1 517 (600-1)

NA

CIRCLING

600-1 517 (600-1)

NA

TDZE  
83360° to  
RW36REIL Rwy 18 and 36  
MIRL Rwy 18-36

VORTAC MLU <b>117.2</b> Chan <b>119</b>	APP CRS <b>095°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>83</b>
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VOR/DME-A

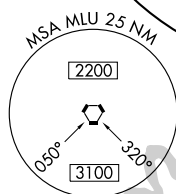
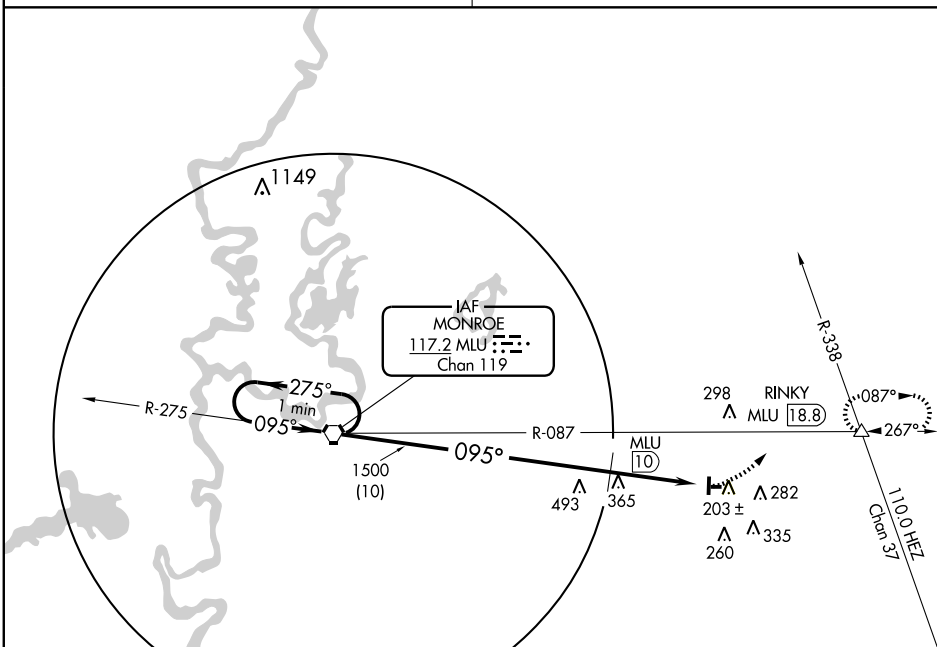
RAYVILLE/ JOHN H. HOOKS JR. MEMORIAL (M79)

Use Monroe altimeter setting.  
NA

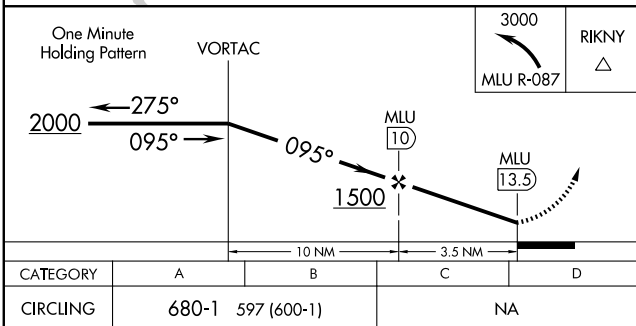
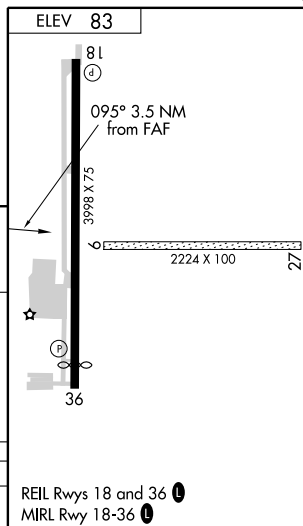
MISSED APPROACH: Climbing left turn to 3000 via MLU R-087 to RINKY Int and hold.

MONROE APP CON \*  
**126.9**

UNICOM  
**122.8** (CTAF) **0**



NoPT for arrivals on MLU VORTAC  
airway radials 157 CW 038.





**RESERVE** N30°05.25' W90°35.32' NOTAM FILE MSY.  
(L) VORW/DME 110.8 RQR Chan 45 at Saint John The Baptist Parish. 5/2E.

NEW ORLEANS  
L-21B, 22F, GOMC

## RESERVE

**SAINT JOHN THE BAPTIST PARISH** (1LØ) 2 NW UTC-6(-5DT) N30°05.22' W90°34.96'

NEW ORLEANS  
L-21B, 22F, GOMC  
IAP

7 B FUEL 100LL, JET A NOTAM FILE DRI

RWY 17-35: H3999X75 (ASPH) MIRL

RWY 17: REIL PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 35: REIL. PAPI(P2L)—GA 3.5° TCH 50'. Rgt tfc.

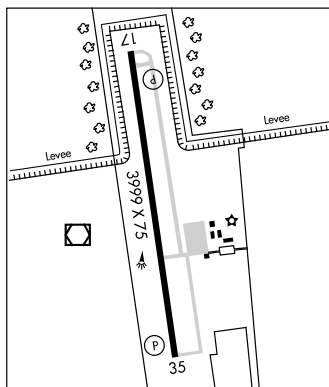
**AIRPORT REMARKS:** Attended 1330-2200Z+. For attendant after hrs call 504-416-5988. Fuel avbl 24 hrs self svc with credit card. Birds on and in/ov arpt. Extensive ultralight activity. MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35 preset low ints dusk-dawn, to incr ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

® NEW ORLEANS APP/DEP CON 125.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSY.

RESERVE (L) VORW/DME 110.8 RQR Chan 45 N30°05.25' W90°35.32' at fld. 5/2E.



**RUNDI** N30°34.97' W91°12.66' NOTAM FILE BTR.  
NDB (LOM) 284 BT 130° 4.4 NM to Baton Rouge Metropolitan, Ryan Fld.

HOUSTON  
L-21B, 22F

**RUSTON RGNL** (RSN) 3 E UTC-6(-5DT) N32°30.88' W92°35.31'  
311 B S2 FUEL 100LL, JET A TPA-1311(1000) NOTAM FILE RSN

MEMPHIS  
H-6I, L-17E  
IAP

RWY 18-36: H5000X100 (ASPH) MIRL. 0.7% up S

RWY 18: PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 36: PAPI(P4L)—GA 3.5° TCH 35'. Thld dsplcd 199'. Trees.

**AIRPORT REMARKS:** Attended dawn-dusk. Numerous training acft in vicinity. MIRL Rwy 18-36 preset low ints, to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.525 (318) 242-0062.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

RCO 122.35 (DE RIDDER RADIO)

® MONROE APP/DEP CON 126.9 (1200-0400Z+) CLNC DEL 118.8

® FORT WORTH CENTER APP/DEP CON 126.325 (0400-1200Z+)

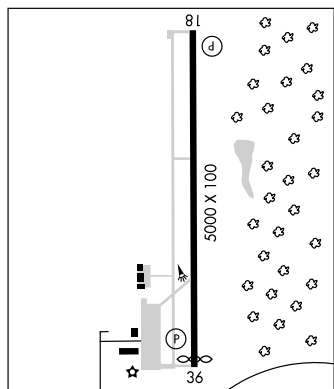
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01'

W92°02.16' 267° 28.0 NM to fld. 80/3E. HIWAS.

NDB (MHW) 368 ROQ N32°36.52' W92°35.31' 177° 5.6 NM to fld. NOTAM FILE RSN. Unmonitored.

STUCKEY NDB (MHW) 350 TUF N32°24.53' W92°35.37' 357° 6.3 NM to fld. NOTAM FILE RSN. Unmonitored.



**SABAR** N32°27.25' W92°06.25' NOTAM FILE MLU.  
NDB (LOM) 392 ML 042° 4.8 NM to Monroe Rgnl. Unmonitored when Monroe Rgnl tower clsd.

MEMPHIS  
L-18F

**SABINE 13B** VBS N29°28.70' W93°38.30'  
AWOS-3 119.075

L-19E, L-21B, GOMW

**SAINT JOHN THE BAPTIST PARISH** (See RESERVE)

APP CRS	Rwy Idg	<b>3999</b>
<b>170°</b>	TDZE	<b>6</b>
	Apt Elev	<b>7</b>

## RNAV (GPS) RWY 17

RESERVE/ ST JOHN THE BAPTIST PARISH (1L0)

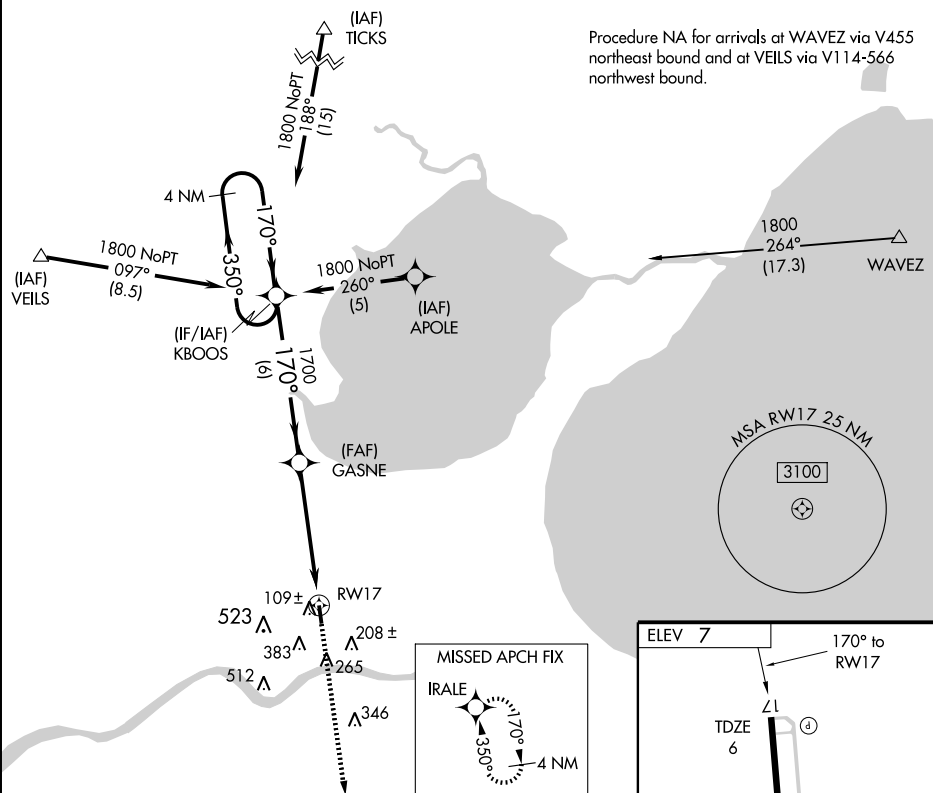
**▼** DME/DME RNP-0.3 authorized. Visibility reduction by helicopters NA.  
**▲ NA** Use Louis Armstrong New Orleans Intl altimeter setting; when not received, use Lakefront altimeter setting and increase all MDA 40 feet and increase Circling Cats B and C visibility ½ mile.

MISSED APPROACH: Climb to 2000 direct IRALE and hold.

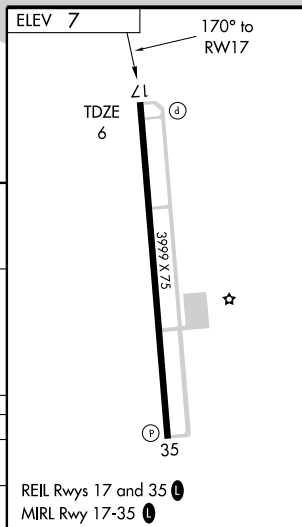
LOUIS ARMSTRONG NEW ORLEANS INTL  
 ATIS  
**127.55**

NEW ORLEANS APP CON  
**125.5 350.35**

UNICOM  
**122.7 (CTAF) 0**



4 NM Holding Pattern		KBOOS	GASNE	2000	IRALE
1800 ← 350° 170° →		170°	1700	3.04° TCH 40	RW17
VGSI and descent angles not coincident.		6 NM	5.1 NM		
CATEGORY	A	B	C	D	
RNAV MDA	540-1	534 (600-1)	540-1½ 534 (600-1½)	NA	
CIRCLING	740-1	733 (800-1)	740-2 733 (800-2)	NA	



WAAS CH <b>87111</b> <b>W35A</b>	APP CRS <b>350°</b>	Rwy Idg TDZE Apt Elev	<b>3999</b> <b>7</b> <b>7</b>
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**RNAV (GPS) RWY 35**

RESERVE/ ST JOHN THE BAPTIST PARISH (1L0)

▼ Baro-VNAV NA. Visibility reduction by helicopters NA. Use Louis Armstrong New Orleans Intl altimeter setting; when not received, use Lakefront altimeter setting and increase all DA 25 feet, all MDA 40 feet, and Circling Cats. B and C visibility ¼ mile.

▲ NA

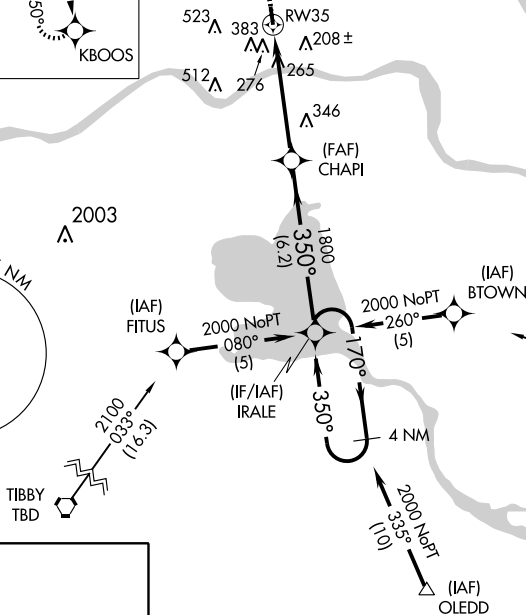
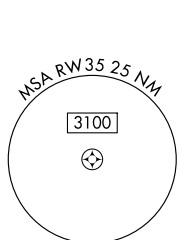
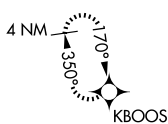
MISSED APPROACH: Climb to 1800 direct KBOOS and hold.

LOUIS ARMSTRONG NEW ORLEANS INTL  
ATIS  
**127.55**

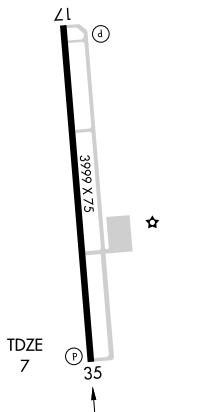
NEW ORLEANS APP CON  
**125.5 350.35**

UNICOM  
**122.7 (CTAF) 0**

MISSED APCH FIX



ELEV 7



REIL Rwy 17 and 35  
MIRL Rwy 17-35

1800 KBOOS		IRALE		4 NM Holding Pattern
↑		CHAPI		170° → 2000
RW35		350°		← 350°
1800		VGS and RNAV Glidepath not coincident.		GS 3.30° TCH 55
4.9 NM		6.2 NM		
CATEGORY	A	B	C	D
LPV DA	490-1½ 483 (500-1½)		NA	
RNAV/VNAV DA	695-2¼ 688 (700-2¼)		NA	
RNAV MDA	700-1	693 (700-1)	700-2 693 (700-2)	NA
CIRCLING	740-1	733 (800-1)	740-2 733 (800-2)	NA

VOR/DME RQR	APP CRS	Rwy Idg	<b>3999</b>
<b><u>110.8</u></b>	<b>335°</b>	TDZE	<b>7</b>
Chan <b>45</b>		Apt Elev	<b>7</b>

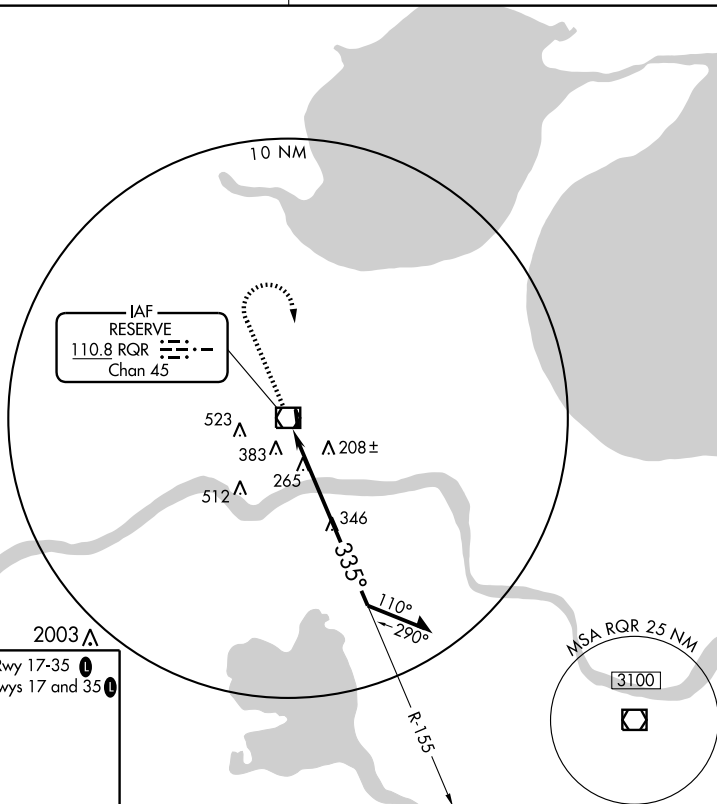
VOR RWY 35

RESERVE/ ST JOHN THE BAPTIST PARISH (1L0)

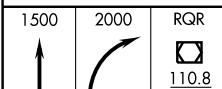
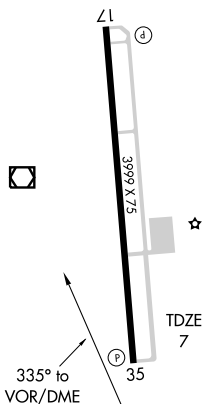
**T** Use Louis Armstrong New Orleans Intl altimeter  
**A** NA setting.

**MISSED APPROACH:** Climb to 1500, then climbing right turn to 2000 direct RQR VOR/DME.

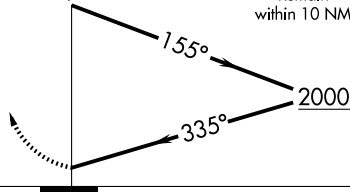
NEW ORLEANS APP CON  
125.5 350.35

UNICOM  
122.7 (CTAF) **L**

ELEV 7	MIRL Rwy 17-35 <b>L</b> REIL Rwys 17 and 35 <b>L</b>
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VOR/DME Remain within 10 NM



CATEGORY	A	B	C	D
S-35	740-1	733 (800-1)	740-2 733 (800-2)	NA
CIRCLING	740-1	733 (800-1)	740-2 733 (800-2)	NA

RESERVE, LOUISIANA  
Orig-A 10154

RESERVE/ ST JOHN THE BAPTIST PARISH (1L0)

VOR RWY 35

30° 05' N-90° 35' W

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4. 21 OCT 2010 to 18 NOV 2010

**RESERVE** N30°05.25' W90°35.32' NOTAM FILE MSY.  
(L) VORW/DME 110.8 RQR Chan 45 at Saint John The Baptist Parish. 5/2E.

NEW ORLEANS  
L-21B, 22F, GOMC

## RESERVE

**SAINT JOHN THE BAPTIST PARISH** (1LØ) 2 NW UTC-6(-5DT) N30°05.22' W90°34.96'

NEW ORLEANS  
L-21B, 22F, GOMC  
IAP

7 B FUEL 100LL, JET A NOTAM FILE DRI

RWY 17-35: H3999X75 (ASPH) MIRL

RWY 17: REIL PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 35: REIL. PAPI(P2L)—GA 3.5° TCH 50'. Rgt tfc.

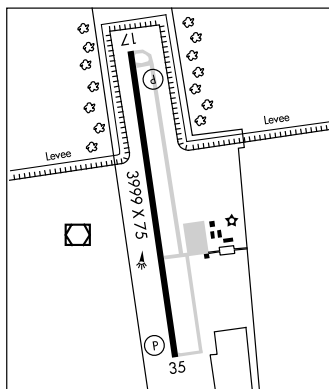
**AIRPORT REMARKS:** Attended 1330-2200Z+. For attendant after hrs call 504-416-5988. Fuel avbl 24 hrs self svc with credit card. Birds on and in/ov arpt. Extensive ultralight activity. MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35 preset low ints dusk-dawn, to incr ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

® NEW ORLEANS APP/DEP CON 125.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSY.

RESERVE (L) VORW/DME 110.8 RQR Chan 45 N30°05.25' W90°35.32' at fld. 5/2E.



**RUNDI** N30°34.97' W91°12.66' NOTAM FILE BTR.  
NDB (LOM) 284 BT 130° 4.4 NM to Baton Rouge Metropolitan, Ryan Fld.

HOUSTON  
L-21B, 22F

**RUSTON RGNL** (RSN) 3 E UTC-6(-5DT) N32°30.88' W92°35.31'  
311 B S2 FUEL 100LL, JET A TPA-1311(1000) NOTAM FILE RSN

MEMPHIS  
H-6I, L-17E  
IAP

RWY 18-36: H5000X100 (ASPH) MIRL. 0.7% up S

RWY 18: PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 36: PAPI(P4L)—GA 3.5° TCH 35'. Thld dsplcd 199'. Trees.

**AIRPORT REMARKS:** Attended dawn-dusk. Numerous training acft in vicinity. MIRL Rwy 18-36 preset low ints, to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.525 (318) 242-0062.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

RCO 122.35 (DE RIDDER RADIO)

® MONROE APP/DEP CON 126.9 (1200-0400Z+) CLNC DEL 118.8

® FORT WORTH CENTER APP/DEP CON 126.325 (0400-1200Z+)

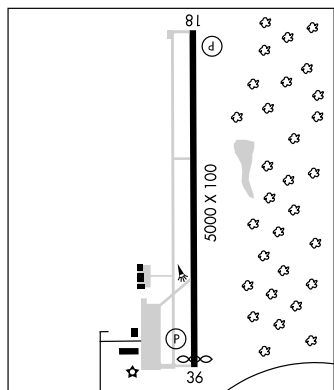
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01'

W92°02.16' 267° 28.0 NM to fld. 80/3E. HIWAS.

NDB (MHW) 368 ROQ N32°36.52' W92°35.31' 177° 5.6 NM to fld. NOTAM FILE RSN. Unmonitored.

STUCKEY NDB (MHW) 350 TUF N32°24.53' W92°35.37' 357° 6.3 NM to fld. NOTAM FILE RSN. Unmonitored.



**SABAR** N32°27.25' W92°06.25' NOTAM FILE MLU.  
NDB (LOM) 392 ML 042° 4.8 NM to Monroe Rgnl. Unmonitored when Monroe Rgnl tower clsd.

MEMPHIS  
L-18F

**SABINE 13B** VBS N29°28.70' W93°38.30'  
AWOS-3 119.075

L-19E, L-21B, GOMW

**SAINT JOHN THE BAPTIST PARISH** (See RESERVE)

APP CRS <b>177°</b>	Rwy Idg <b>5000</b>
	TDZE <b>297</b>
	Apt Elev <b>311</b>

# GPS RWY 18

RUSTON RGNL (RSN)

**▲ NA** If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

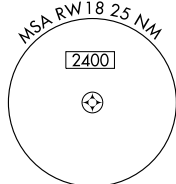
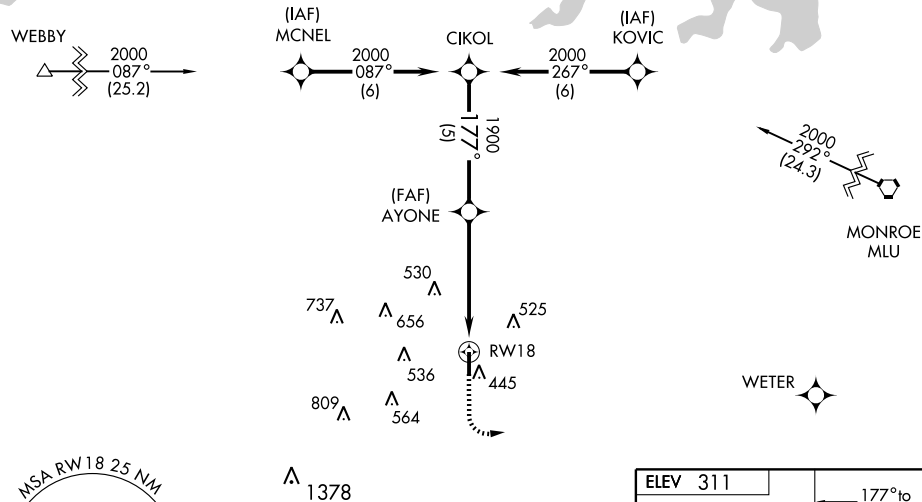
**MISSED APPROACH:** Climb to 2000, then climbing left turn to 3000 direct WETER.

AWOS-3  
**119.525**

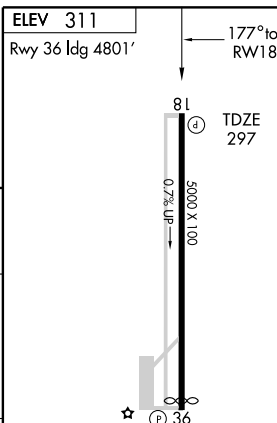
MONROE APP CON★  
**126.9 307.9**

CLNC DEL  
**118.8**

UNICOM  
**122.7 (CTAF) ①**



	5 NM		3.5 NM		1.5 NM			
CATEGORY	A	B	C	D				
S-18	800-1	503 (500-1)	800-1½	503 (500-1½)				
CIRCLING	800-1	489 (500-1)	800-1½ 489 (500-1½)	880-2 569 (600-2)				



MIRL Rwy 18-36 ①

APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>4801</b> <b>311</b> <b>311</b>
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# GPS RWY 36

RUSTON RGNL (RSN)

**▲ NA** If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

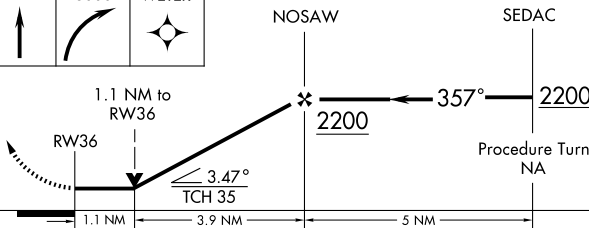
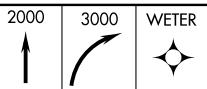
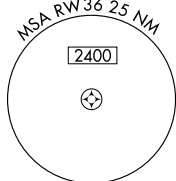
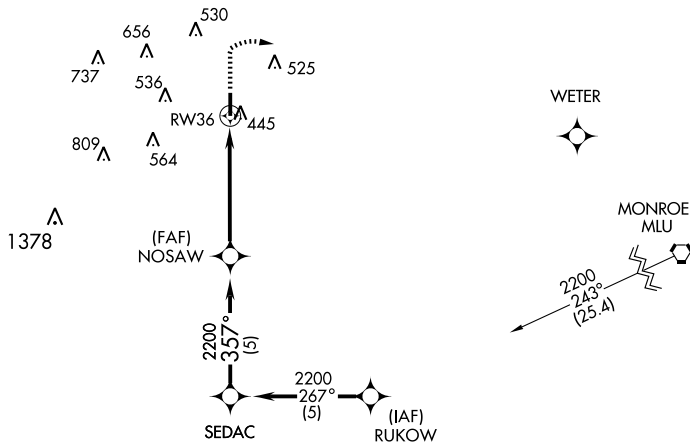
**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 direct WETER WP.

AWOS-3  
**119.525**

MONROE APP CON★  
**126.9 307.9**

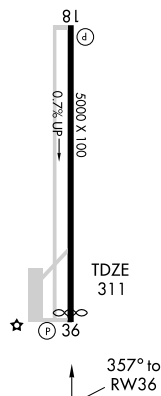
CLNC DEL  
**118.8**

UNICOM  
**122.7 (CTAF) ①**



CATEGORY	A	B	C	D
S-36	760-1 449 (500-1)		760-1¼ 449 (500-1¼)	760-1½ 449 (500-1½)
CIRCLING	800-1 489 (500-1)		800-1½ 489 (500-1½)	880-2 569 (600-2)

ELEV 311 Rwy 36 Idg 4801'



MIRL Rwy 18-36 ①

NDB ROQ <b>368</b>	APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>297</b> <b>311</b>
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# NDB RWY 18

RUSTON RGNL (RSN)

**▲ NA** If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

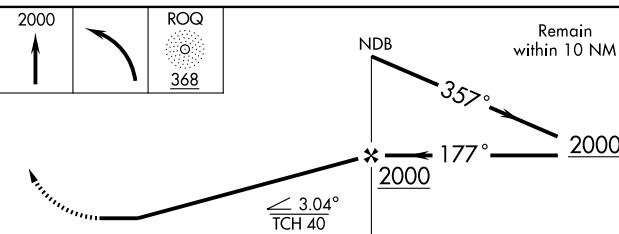
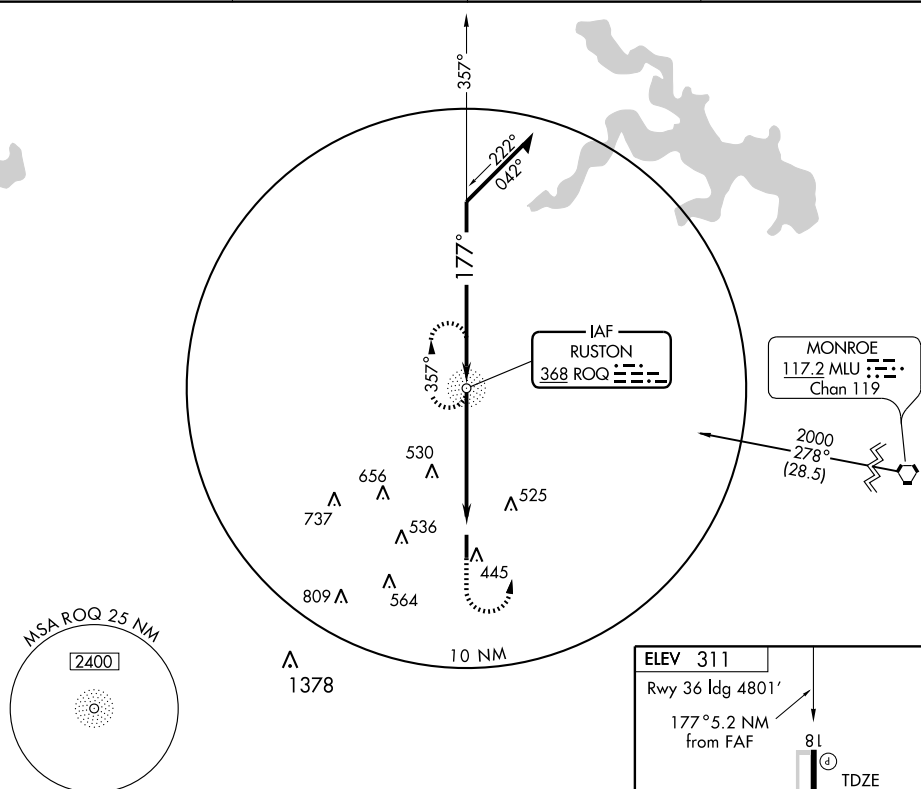
**MISSED APPROACH:** Climb to 2000, then left turn direct ROQ NDB and hold.

AWOS-3  
**119.525**

MONROE APP CON ★  
**126.9 307.9**

CLNC DEL  
**118.8**

UNICOM  
**122.7 (CTAF) 0**



ELEV 311

Rwy 36 Idg 4801'

177° 5.2 NM  
from FAF

81

TDZE  
297

★ (P) 36

MIRL Rwy 18-36 0

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



TUF NDB <b>350</b>	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>4801</b> <b>311</b> <b>311</b>
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# NDB RWY 36

RUSTON RGNL (RSN)

**▲ NA** If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

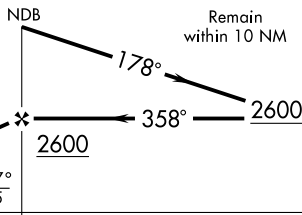
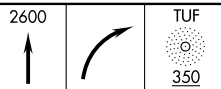
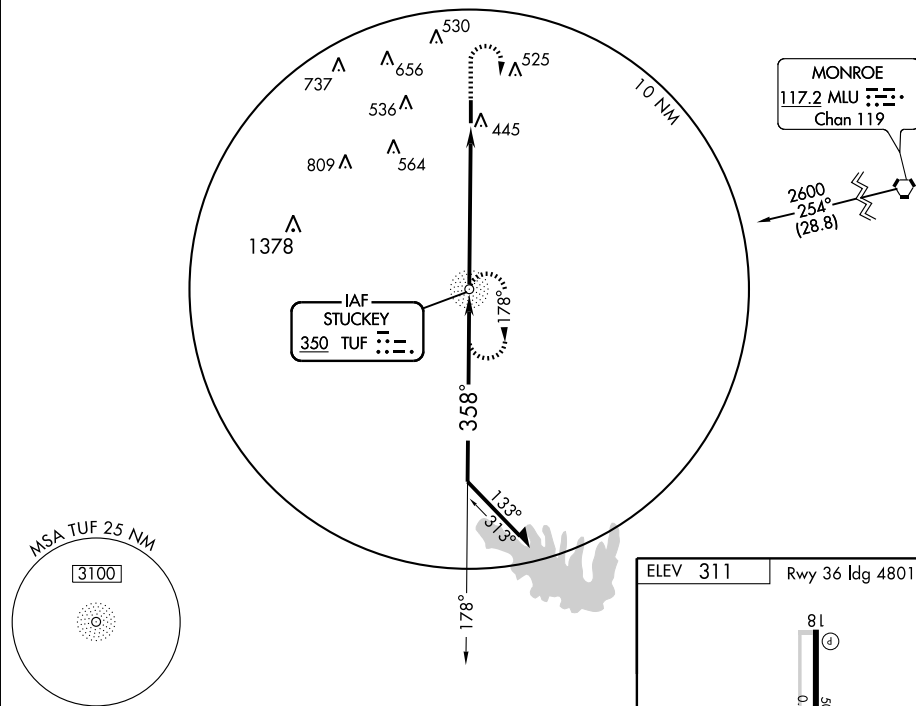
**MISSED APPROACH:** Climb to 2600, then right turn direct TUF NDB and hold.

AWOS-3  
**119.525**

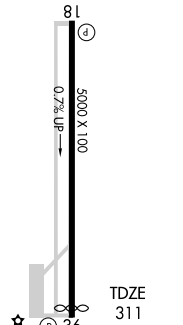
MONROE APP CON★  
**126.9 307.9**

CLNC DEL  
**118.8**

UNICOM  
**122.7 (CTAF) 0**



ELEV 311 Rwy 36 Idg 4801'



MIRL Rwy 18-36 0

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

VORTAC MLU	APP CRS	Rwy ldg	N/A
<b>117.2</b>	<b>267°</b>	TDZE	N/A
Chan <b>119</b>		Apt Elev	<b>311</b>

**VOR/DME-A**  
RUSTON RGNL (RSN)

**NA** If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

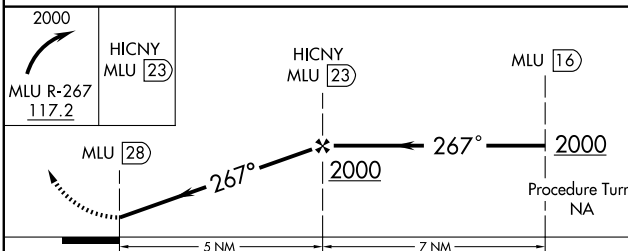
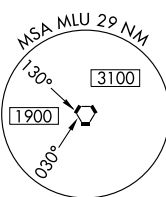
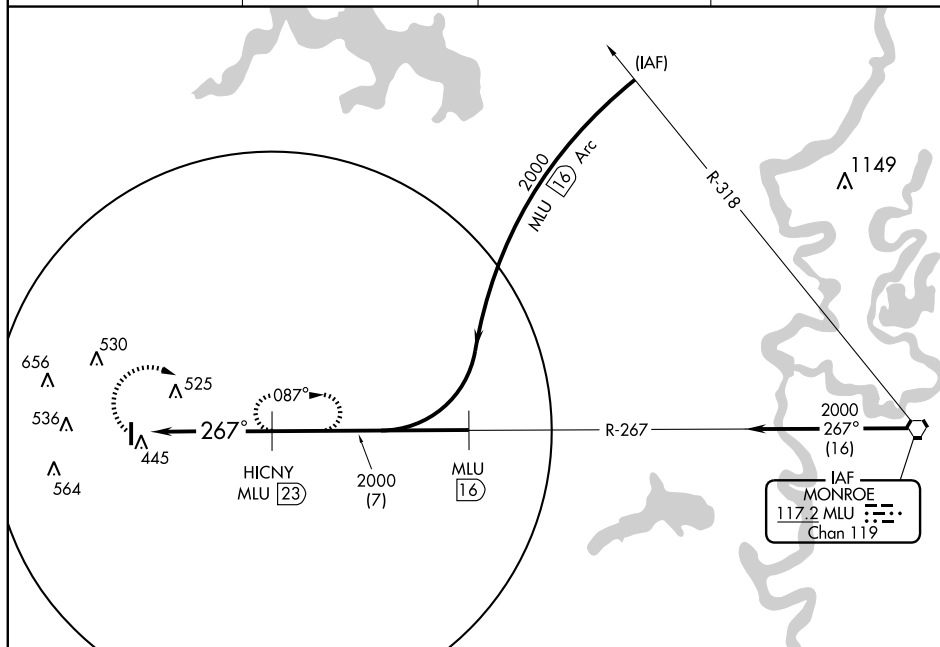
**MISSED APPROACH:** Climbing right turn to 2000 via MLU VORTAC R-267 to HICNY/23 DME and hold.

AWOS-3  
**119.525**

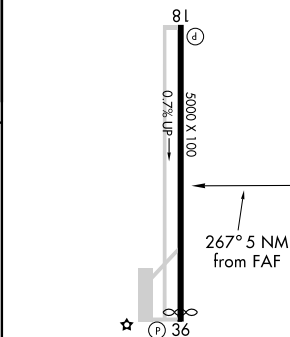
MONROE APP CON★  
**126.9 307.9**

CLNC DEL  
**118.8**

UNICOM  
**122.7** (CTAF) **0**



ELEV 311  
Rwy 36 ldg 4801'



MIRL Rwy 18-36 **0**

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	920-1 609 (700-1)	920-1¼ 609 (700-1¼)	920-1¾ 609 (700-1¾)	920-2 609 (700-2)	Min:Sec					

RUSTON, LOUISIANA  
Orig-B 08101

32°31'N - 92°35'W

RUSTON RGNL (RSN)  
**VOR/DME-A**

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

10210

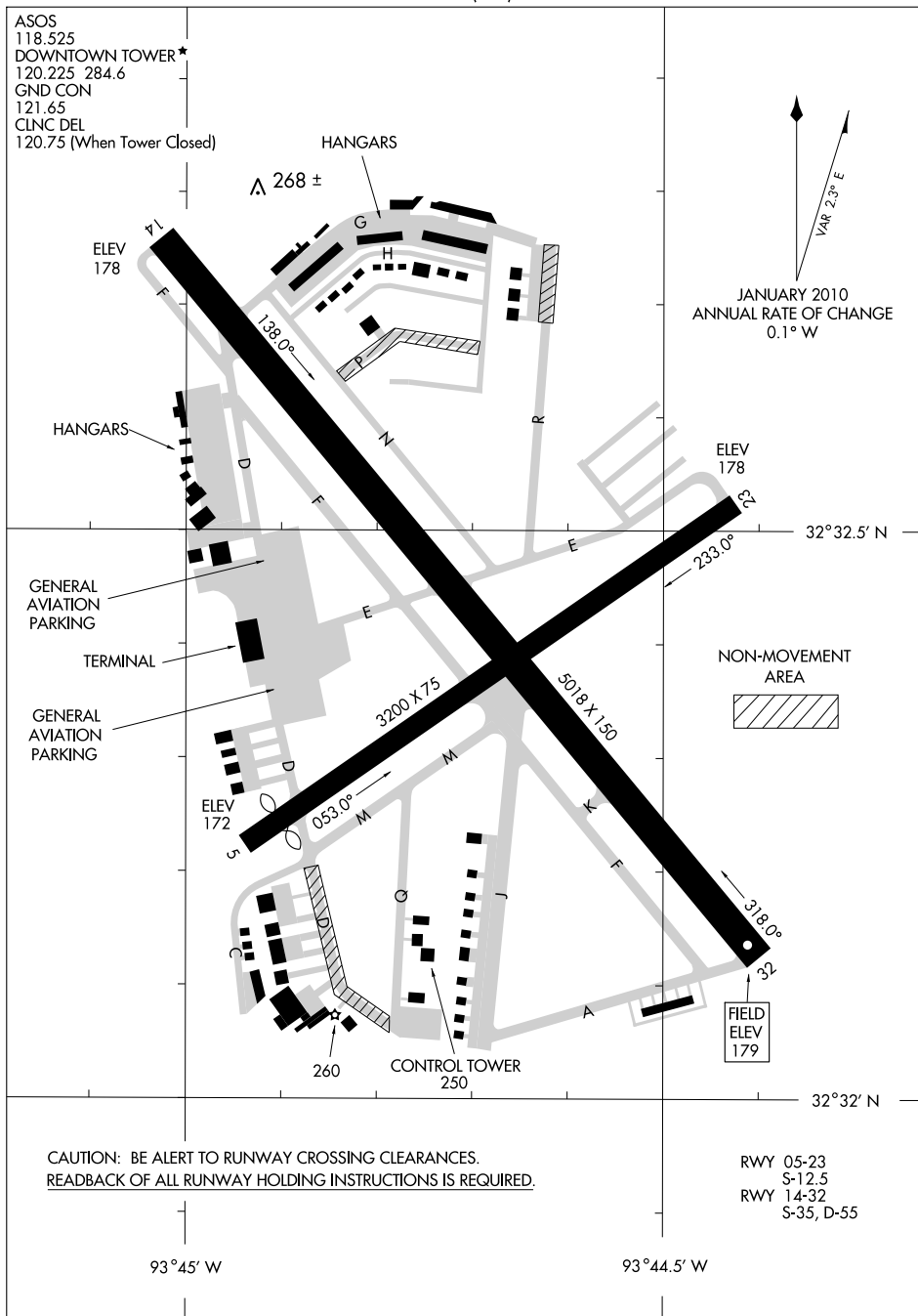
## AIRPORT DIAGRAM

AL-392 (FAA)

SHREVEPORT DOWNTOWN (DTN)  
SHREVEPORT, LOUISIANA

ASOS  
118.525  
DOWNTOWN TOWER★  
120.225 284.6  
GND CON  
121.65  
CLNC DEL  
120.75 (When Tower Closed)

SC-4, 21 OCT 2010 to 18 NOV 2010



SC-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

10210

SHREVEPORT, LOUISIANA  
SHREVEPORT DOWNTOWN (DTN)

## ST JOSEPH

TENSAS PARISH (L33) 4 NE UTC-6(-5DT) N31°58.40' W91°19.32'

HOUSTON

74 B FUEL 100LL NOTAM FILE DRI

L-18F

RWY 16-34: H3500X75 (ASPH) S-12 MIRL

RWY 16: Road. RWY 34: Trees.

AIRPORT REMARKS: Unattended. For arpt attendant call 318-766-4585 or 318-301-0222. MIRL Rwy 16-34 preset low ints, to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01' W92°02.16' 126° 52 NM to fld. 80/3E.  
HIWAS.

ST TAMMANY RGNL (See COVINGTON)

ST LANDRY PARISH-AHART FLD (See OPELOUSAS)

SALSA GHB N27°50.42' W91°59.27'

L-21B, GOMC

AWOS-3 118.025

SAVRY N32°14.72' W91°01.55' NOTAM FILE DRI.

MEMPHIS

NDB (MHW/LOM) 344 TV 357° 6.4 NM to Vicksburg Tallulah Rgnl.

L-18F

SAWMILL N31°58.39' W92°40.63' NOTAM FILE DRI.

HOUSTON

(H) VORW/DME 113.75 SWB Chan 84(Y) at David G. Joyce. 164/2E.

H-61, L-22E

Unusable 216°-232° blo 6,500' and 233°-215° blo 2,500'.

SCOTT (See TALLULAH)

SHIP SHOAL SPR N28°35.93' W91°12.38'

L-21B, GOMC

AWOS-3 120.525

## SHREVEPORT

SHREVEPORT DOWNTOWN (DTN) 3 N UTC-6(-5DT) N32°32.41' W93°44.70'

MEMPHIS

179 B S4 FUEL 100LL, JET A OX 2, 3 NOTAM FILE DTN

H-61, L-13D, 17E

RWY 14-32: H5018X150 (ASPH) S-35, D-55 HIRL

IAP, AD

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 32: REIL. PAPI(P4R)—GA 3.0° TCH 29'. Trees.

RWY 05-23: H3200X75 (ASPH) S-12.5 MIRL

RWY 05: REIL. PAPI(P2L)—GA 4.0°. Thld displcd 230'. Bldg.

RWY 23: REIL. PAPI(P2L)—GA 4.0°. Trees.

AIRPORT REMARKS: Attended dawn-dusk. All VFR tfc remain within 1½ miles NE thru SW from the center of the arpt due to Shreveport/Barksdale AFB CLASS C airspace. Birds on and invof arpt. Rwy 14 designated calm wind rwy. Rwy 05-23 has minor cracking. Acft/vehicles not visible from twr on north 685' of Twy F. Twy F lgts OTS indef. Rwy 05 PAPI and REIL OTS indef. Rwy 23 PAPI and REIL OTS indef. Rotating bcn ots indef.

WEATHER DATA SOURCES: ASOS 118.525 (318) 425-7967.

COMMUNICATIONS: CTAF 120.225 UNICOM 122.95

SHREVEPORT RCO 122.6 (DE RIDDER RADIO)

⑧ SHREVEPORT APP/DEP CON 119.9 (153°-319°) 123.75 (320°-152°)

(1200-0600Z) 121.4 (0600-1200Z)

CLNC DEL 120.75 (when twr clsd)

TOWER 120.225 (1300-0400Z)

GND CON 121.65

AIRSPACE: CLASS D svc 1300-0400Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28' W93°48.60' 160° 14.2 NM to fld. 190/7E.

DOWNTOWN (T) VORW 108.6 DTN N32°32.39' W93°44.48' at fld. NOTAM FILE DTN.

VOR unusable:

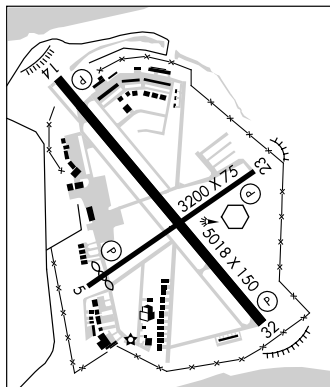
070°-100° beyond 10 NM below 7000'

246°-265° beyond 11 NM below 4500'

180°-245° beyond 17 NM below 2500'

266°-280° beyond 23 NM below 2500'


ILS/DME 111.7 I-DTN Chan 54 Rwy 14. LOC only.



LOC I-DTN <b>111.7</b> Chan <b>54</b>	APP CRS <b>133°</b>	Rwy Idg TDZE Apt Elev	<b>5018</b> <b>179</b> <b>179</b>
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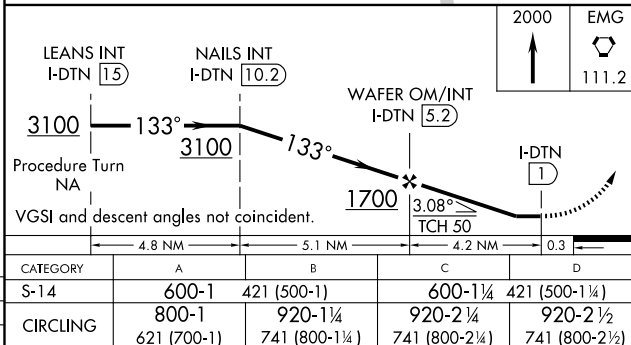
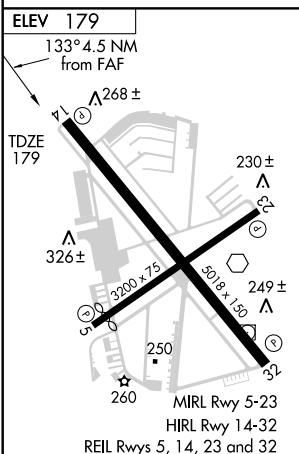
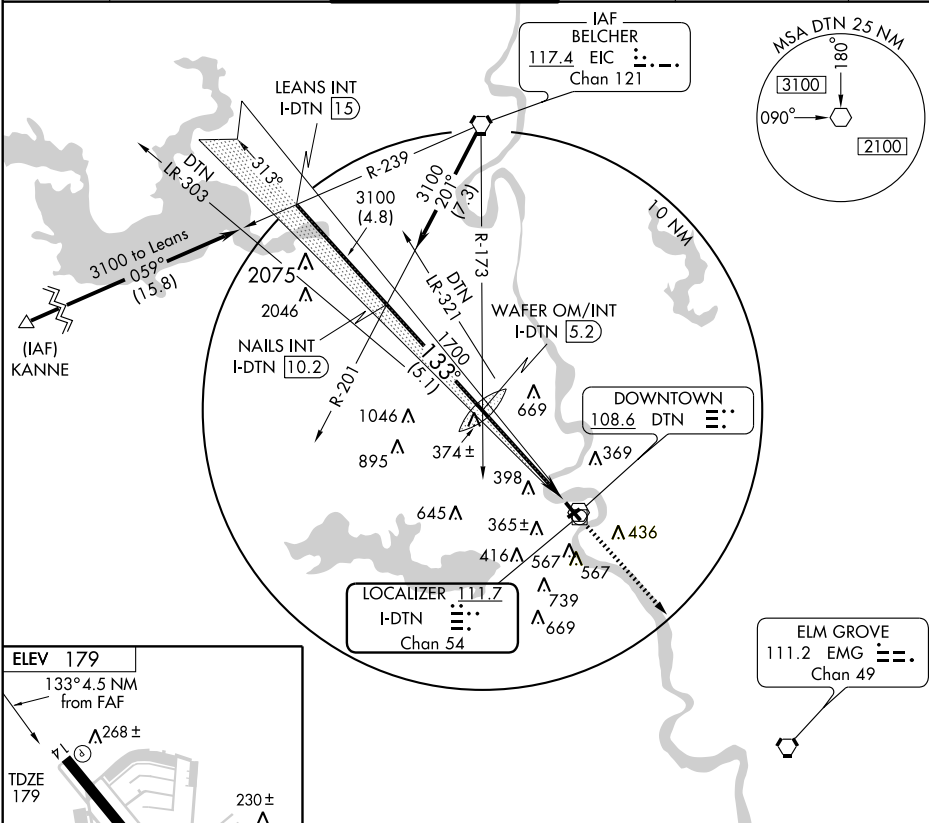
# LOC RWY 14

## SHREVEPORT DOWNTOWN (DTN)

 **NA**

MISSED APPROACH: Climb to 2000 direct EMG VORTAC.

ASOS <b>118.525</b>	SHREVEPORT APP CON <b>119.9 335.55</b>	DOWNTOWN TOWER ★ <b>120.225 (CTAF) 284.6</b>	GND CON <b>121.65</b>	CLNC DEL <b>120.75</b> (When tower closed)	UNICOM <b>122.95</b>
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WAAS CH <b>97399</b> <b>W14A</b>	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev	<b>5018</b> <b>179</b> <b>179</b>
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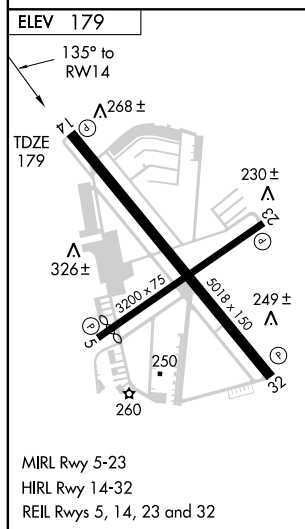
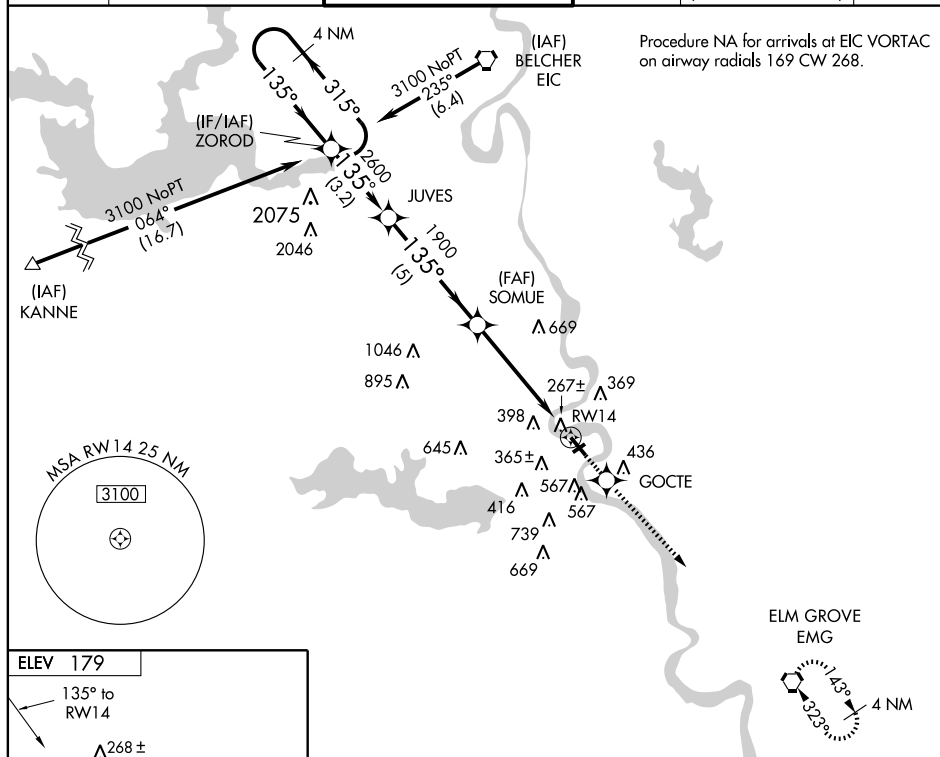
# RNAV (GPS) RWY 14

## SHREVEPORT DOWNTOWN (DTN)

▼ Procedure NA at night. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Shreveport Rgnl altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA when using Shreveport Rgnl altimeter setting.

MISSED APPROACH: Climb to 3100 direct GOCTE and left turn via 132° track to EMG VORTAC and hold.

ASOS <b>118.525</b>	SHREVEPORT APP CON <b>119.9 335.55</b>	DOWNTOWN TOWER ★ <b>120.225 (CTAF) 284.6</b>	GND CON <b>121.65</b>	CLNC DEL <b>120.75</b> (When tower closed)	UNICOM <b>122.95</b>
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4 NM Holding Pattern		3100	GOCTE	EMG
ZOROD		JUVES	SOMUE	RWY 14
3100 ← 315°		135° →	2600	1900
GS 3.00° TCH 40		3.2 NM	5 NM	5.2 NM
CATEGORY	A	B	C	D
LPV DA	488-1 309 (400-1)			
LNAV/VNAV DA	697-1¾ 518 (600-1¾)			
LNAV MDA	800-1	621 (700-1)	800-1¾	800-2
			621 (700-1¾)	621 (700-2)
CIRCLING	800-1¾	920-1¾	920-2¾	920-2½
	621 (700-1¾)	741 (800-1¾)	741 (800-2¾)	741 (800-2½)

VOR DTN	APP CRS	Rwy Idg	<b>5018</b>
<b><u>108.6</u></b>	<b>125°</b>	TDZE	<b>179</b>
		Apt Elev	<b>179</b>

VOR RWY 14  
SHREVEPORT DOWNTOWN (DTN)

**T** If local altimeter setting not received, use Shreveport  
**A** Regional altimeter setting and increase all MDAs 40 feet.

**MISSED APPROACH:** Climb to 3100 direct EMG VORTAC and hold.

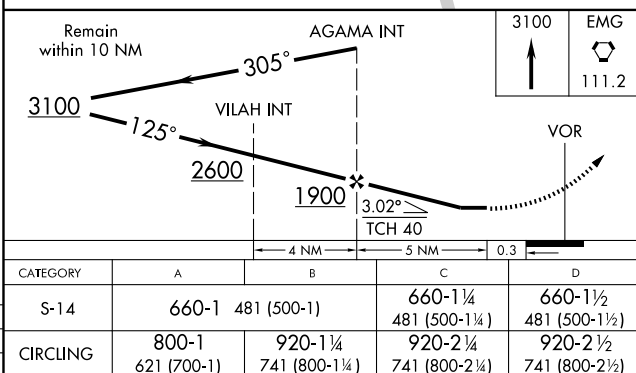
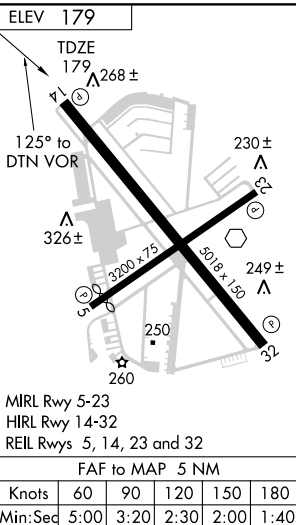
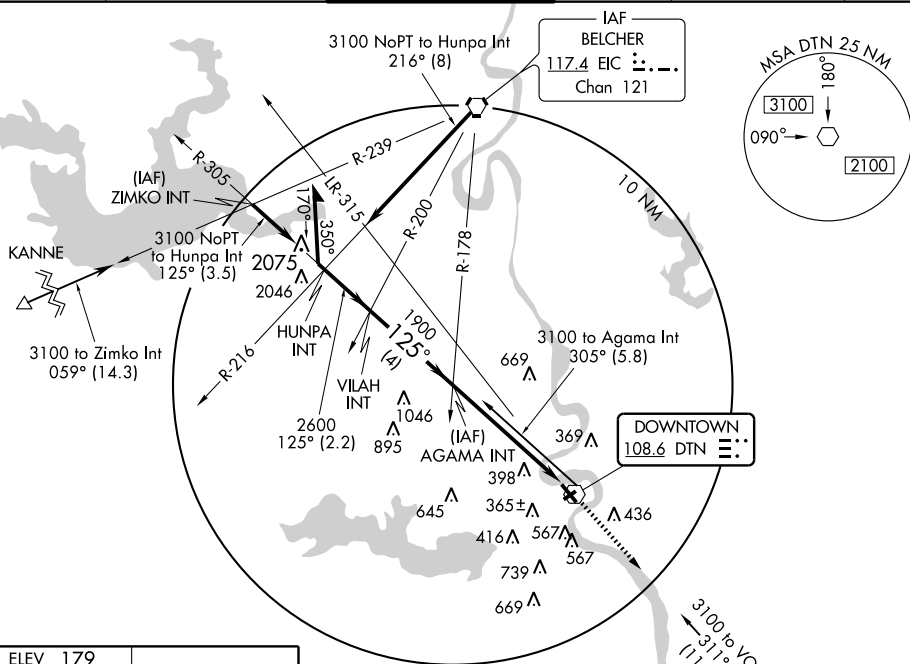
ASOS  
**118.525**

SHREVEPORT APP CON  
119.9 335.55

DOWNTOWN TOWER ★  
**120.225 (CTAF) 284.6**

GND CON  
**121.65**

CLNC DEL  
**120.75**  
(When tower closed)

UNICOM  
122.95

SHREVEPORT, LOUISIANA  
Amdt 15 09071

SHREVEPORT DOWNTOWN (DTN)  
VOR RWY 14

32°32'N-93°45'W

SC-4. 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

10210

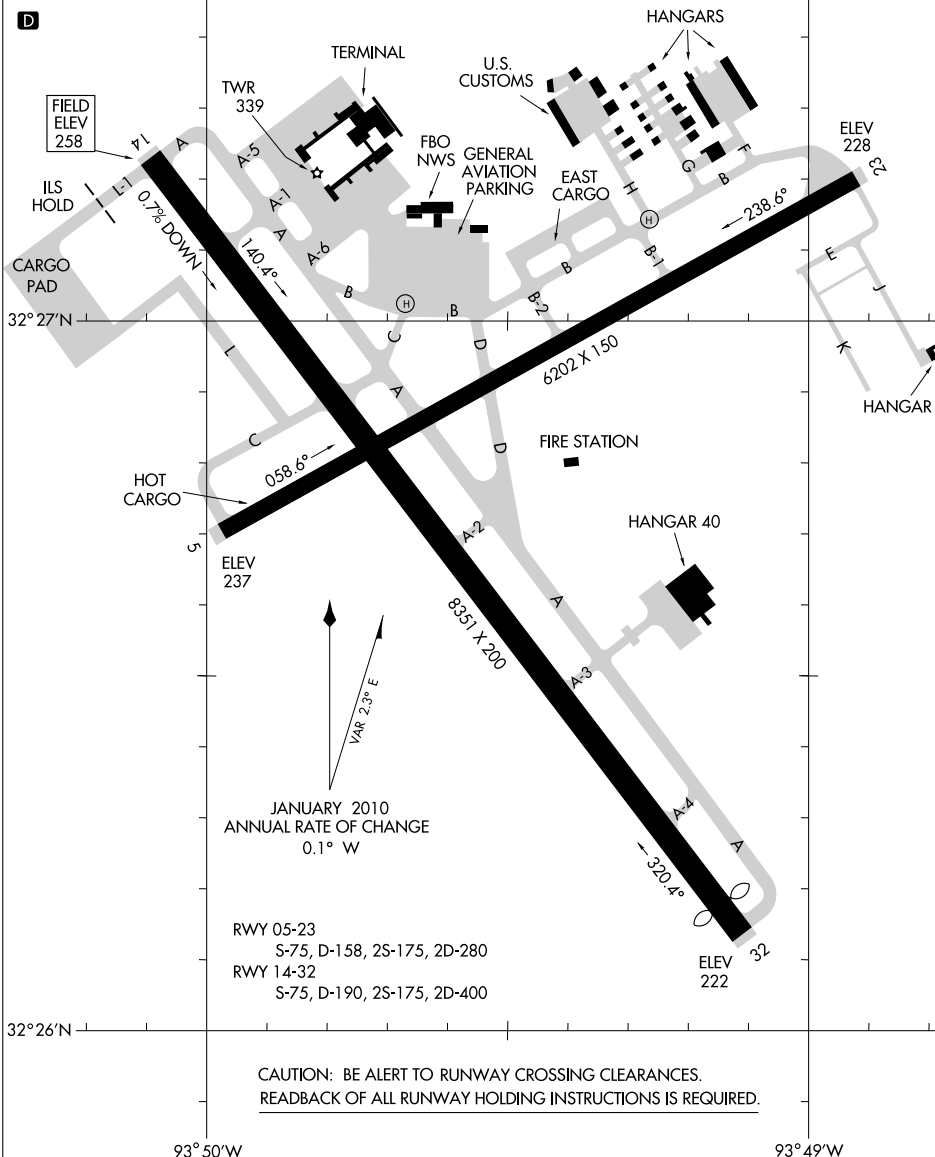
## AIRPORT DIAGRAM

AL-884 (FAA)

SHREVEPORT RGNL (SHV)  
SHREVEPORT, LOUISIANA

ATIS  
128.45  
SHREVEPORT TOWER  
121.4 236.775  
GND CON  
121.9 236.775  
CLNC DEL  
124.65

D



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

10210

SHREVEPORT, LOUISIANA  
SHREVEPORT RGNL (SHV)



**SHREVEPORT RGNL** (SHV) 4 SW UTC-6(-5DT) N32°26.80' W93°49.54'

258 B S4 FUEL 100LL, JET A OX 3 LRA Class I, ARFF Index B NOTAM FILE SHV  
 RWY 14-32: H8351X200 (ASPH-GRVD) S-75, D-190, 2S-175, 2D-400 HIRL CL

MEMPHIS

H-6I, L-17E

IAP, AD

RWY 14: ALSF2. TDZL. 0.7% down.

RWY 32: MALSR. Thld dsplcd 375'. Railroad.

RWY 05-23: H6202X150 (ASPH-GRVD) S-75, D-158, 2S-175,  
 2D-280 MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Trees.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 54'. Trees.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 05: TORA-6201 TODA-6201 ASDA-6201 LDA-6201

RWY 14: TORA-8351 TODA-8351 ASDA-8351 LDA-8351

RWY 23: TORA-6201 TODA-6201 ASDA-6201 LDA-6201

RWY 32: TORA-8351 TODA-8351 ASDA-8351 LDA-7976

**AIRPORT REMARKS:** Attended continuously. Bird activity invof aprt. Rwy  
 14-32 has significant cracking and joint deterioration. Landing  
 fee for all commercial aircraft. Flight Notification Service (ADCUS)  
 available Mon-Fri 1400-2300Z†, other times by appointment call  
 318-635-7873 or 800-973-2867.

**WEATHER DATA SOURCES:** ASOS (318) 636-5767. LLWAS.**COMMUNICATIONS:** ATIS 128.45 UNICOM 122.95

Ⓡ APP/DEP CON 119.9 (153°-319°) 123.75 (320°-152°)  
 (1200-0600Z†) 121.4 (0600-1200Z†)

TOWER 121.4 GND CON 121.9 CLNC DEL 124.65

**AIRSPACE:** CLASS C svc continuous etc APP CON**RADIO AIDS TO NAVIGATION:** NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28' W93°48.60' 175° 19.5 NM to fld. 190/7E.

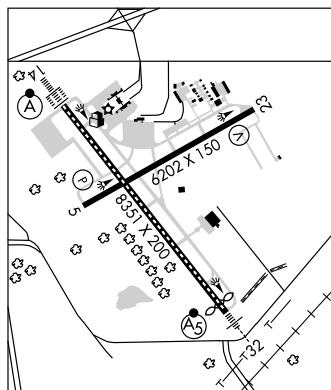
CRAKK NDB (LOM) 230 SH N32°30.11' W93°52.69' 136° 4.2 NM to fld. SHUTDOWN.

ILS 110.3 I-FOG Rwy 32. Class IA.

ILS 110.7 I-SHV Rwy 14. Class IIE. LOM CRAKK NDB. LOM SHUTDOWN.

ILS 109.1 I-MWP Rwy 05. (LOC only).

ASR

**SLIDELL** (ASD) 4 NW UTC-6(-5DT) N30°20.78' W89°49.25'

29 B S4 FUEL 100LL, JET A NOTAM FILE ASD

RWY 18-36: H5001X100 (ASPH) S-48 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Thld dsplcd 944'.  
 Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 18: TORA-5001 TODA-5001 ASDA-5001 LDA-4057

RWY 36: TORA-5001 TODA-5001 ASDA-5001 LDA-5001

**AIRPORT REMARKS:** Attended 1200-0000Z†. Arpt unattended Christmas  
 and New Years. Fuel avbl 24 hrs with credit card. Wildlife on and  
 invof rwy. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low  
 ints dusk to dawn, to increase ints and ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** ASOS 132.475 (985) 643-7263.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ NEW ORLEANS APP/DEP CON 133.15

GCO 135.075 (NEW ORLEANS APCH and DE RIDDER FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

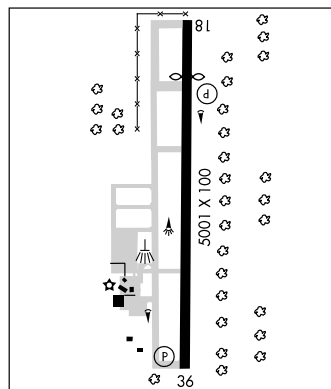
PICAYUNE (L) VORTAC 112.2 PCU Chan 59 N30°33.67'

W89°43.83' 197° 12.8 NM to fld. 70/5E.

FLORENVILLE NDB (MHW) 371 FNA N30°24.94' W89°49.20' 178°

3.2 NM to fld. NOTAM FILE ASD.

NDB (MHW) 256 DEF N30°17.81' W89°50.05' 007° 4.0 NM to fld. NOTAM FILE ASD.



NEW ORLEANS

H-7E, 8F, L-21B, 22F, GOMC

IAP

**SOUTH LAFOURCHE LEONARD MILLER JR.** (See GALLIANO)**SOUTHLAND FLD** (See SULPHUR)**SOUTH MARSH 268** SCF N29°06.95' W91°52.27'

AWOS-3 119.575

L-21B, 22E, GOMC

LOC/DME I-SHV <b>110.7</b> Chan <b>44</b>	APP CRS <b>141°</b>	Rwy Idg TDZE Apt Elev <b>8351</b> <b>258</b> <b>258</b>
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# ILS or LOC RWY 14

SHREVEPORT RGNL (SHV)



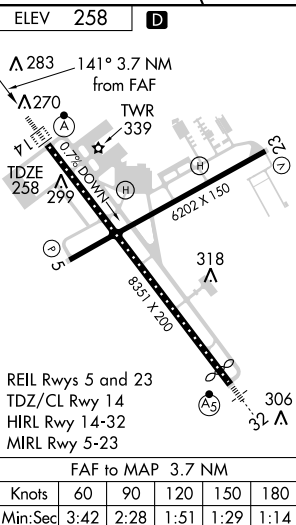
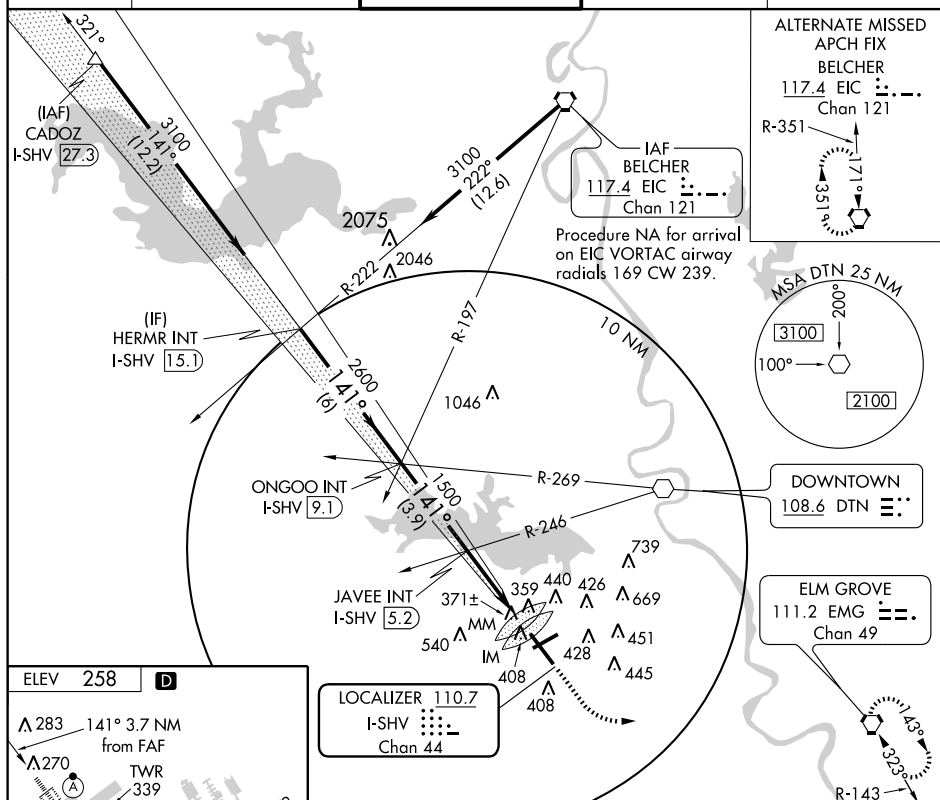
For inoperative ALSF, increase S-ILS 14 Cat. E visibility to RVR 4000 and S-LOC 14 Cat. E visibility to RVR 6000.

ALSF-2



MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ATIS <b>128.45</b>	SHREVEPORT APP CON <b>119.9 335.55</b>	SHREVEPORT TOWER <b>121.4 236.775</b>	GND CON <b>121.9 236.775</b>	CLNC DEL <b>124.65</b>
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HERMR INT I-SHV 15.1	ONGOO INT I-SHV 9.1	JAVEE INT I-SHV 5.2	I-SHV 2.5	I-SHV 1.5	EMG 111.2
3100	2600	1500	1500	1500	
Procedure Turn NA	GS 3.00° TCH 50				
6 NM	3.9 NM	2.7	0.4	0.5	0.1
CATEGORY	A	B	C	D	E
S-ILS 14	458/18 200 (200-½)				
S-LOC 14	620/24 362 (400-½)		620/40 362 (400-¾)		
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)	1100-3 842 (900-3)

LOC I-FOG <b>110.3</b>	APP CRS <b>319°</b>	Rwy Idg TDZE Apt Elev	<b>7976</b> <b>222</b> <b>258</b>
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# ILS or LOC RWY 32

SHREVEPORT RGNL (SHV)

**ASR** Inoperative table does not apply to S-ILS 32 all Cats.  
For inoperative MALS, increase S-LOC 32 Cats. A, B and C  
visibility to RVR 5000.  
Visibility reduction by helicopters NA.

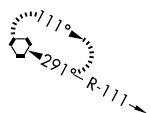
MALS



**MISSED APPROACH:** Climb to 800 then  
climbing right turn to 3100 via EIC R-184  
to EIC VORTAC and hold.

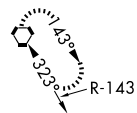
ATIS <b>128.45</b>	SHREVEPORT APP CON <b>119.9 335.55</b>	SHREVEPORT TOWER <b>121.4 236.775</b>	GND CON <b>121.9 236.775</b>	CLNC DEL <b>124.65</b>
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**MISSED APCH FIX**  
BELCHER  
**117.4 EIC** Chan 121



**BELCHER**  
**117.4 EIC** Chan 121

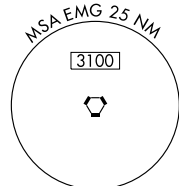
**ALTERNATE MISSED**  
**APCH FIX**  
ELM GROVE  
**111.2 EMG** Chan 49



**ELM GROVE**  
**111.2 EMG** Chan 49

**1049**

**LOCALIZER 110.3**  
I-FOG

ELEV **258****D****Δ 283**

REIL Rwy 5 and 23  
HIRL Rwy 14-32  
MIRL Rwy 5-23  
TDZ/CL Rwy 14

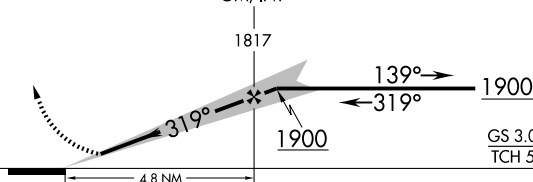
FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SHREVEPORT, LOUISIANA

Amdt 5 09239

800	3100	EIC R-184	EIC <b>117.4</b>
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FORBE  
OM/INTOne Minute  
Holding Pattern

CATEGORY	A	B	C	D
S-ILS 32	422/40 200 (200-¾)			
S-LOC 32	720/40 498 (400-¾)			720/50 498 (400-1)
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)

SHREVEPORT RGNL (SHV)

# ILS or LOC RWY 32

32°27'N-93°50'W

LOC/DME I-SHV  
**110.7**  
Chan **44**

APP CR  
141°

Rwy Idg	<b>8351</b>
TDZE	<b>258</b>
Apt Elev	<b>258</b>

ILS RWY 14 (CAT II)  
SHREVEPORT RGNL (SHV)



ALSF-2



**MISSED APPROACH:** Climb to 2000 then left turn direct EMG VORTAC and hold.

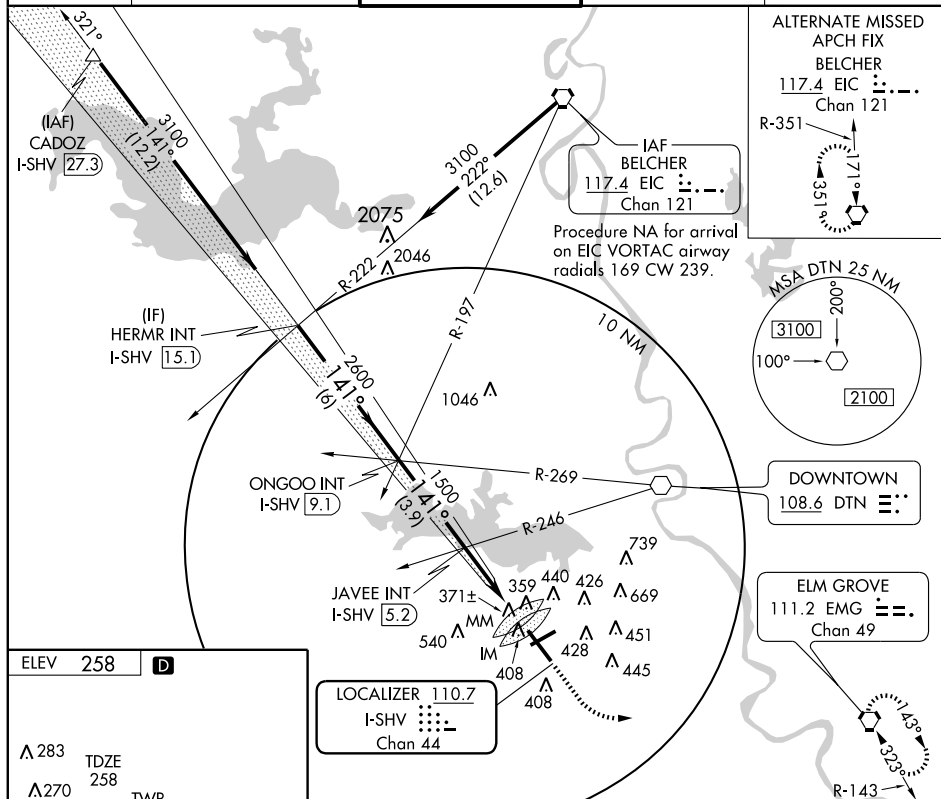
ATIS  
**128.45**

SHREVEPORT APP CON  
119.9 335.55

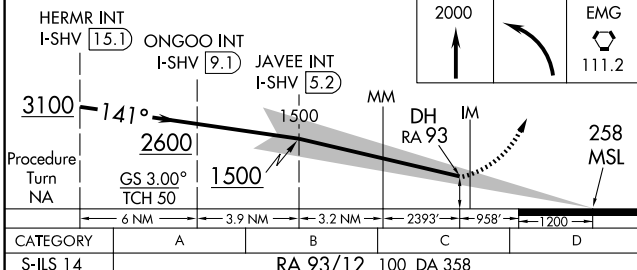
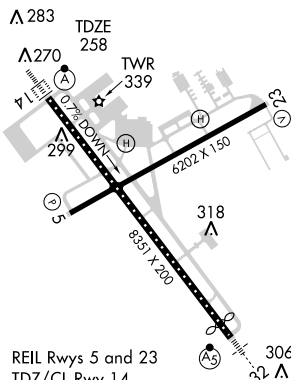
SHREVEPORT TOWER  
**121.4 236.775**

GND CON  
121.9 236.775

CLNC DEL  
**124,65**



ELEV 258



CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

SHREVEPORT, LOUISIANA  
Amdt 25 09351

32°27'N-93°50'W

SHREVEPORT RGNL (SHV)  
ILS RWY 14 (CAT II)

SC-4. 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MWP <b>109.1</b> Chan <b>28</b>	APP CRS <b>057°</b>	Rwy Idg TDZE Apt Elev <b>6201</b> <b>237</b> <b>258</b>
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# LOC RWY 5

## SHREVEPORT RGNL (SHV)



MISSED APPROACH: Climbing right turn to  
2000 direct EMG VORTAC.

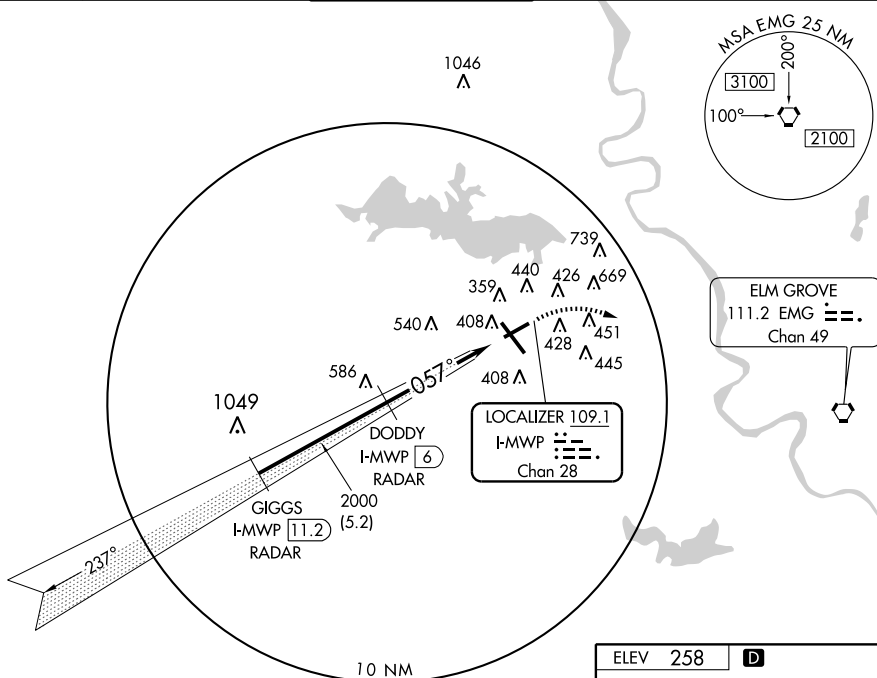
ATIS  
**128.45**

SHREVEPORT APP CON  
**119.9 335.55**

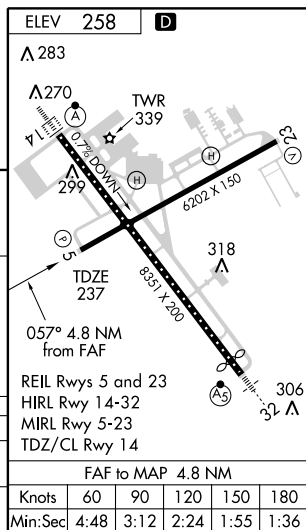
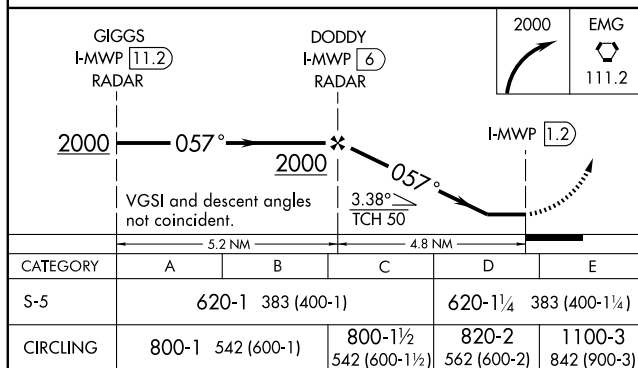
SHREVEPORT TOWER  
**121.4 236.775**

GND CON  
**121.9 236.775**

CLNC DEL  
**124.65**



### RADAR REQUIRED



WAAS CH <b>49213</b> <b>W05A</b>	APP CRS <b>057°</b>	Rwy Idg <b>6201</b> TDZE <b>237</b> Apt Elev <b>258</b>
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RNAV (GPS) RWY 5  
SHREVEPORT RGNL (SHV)

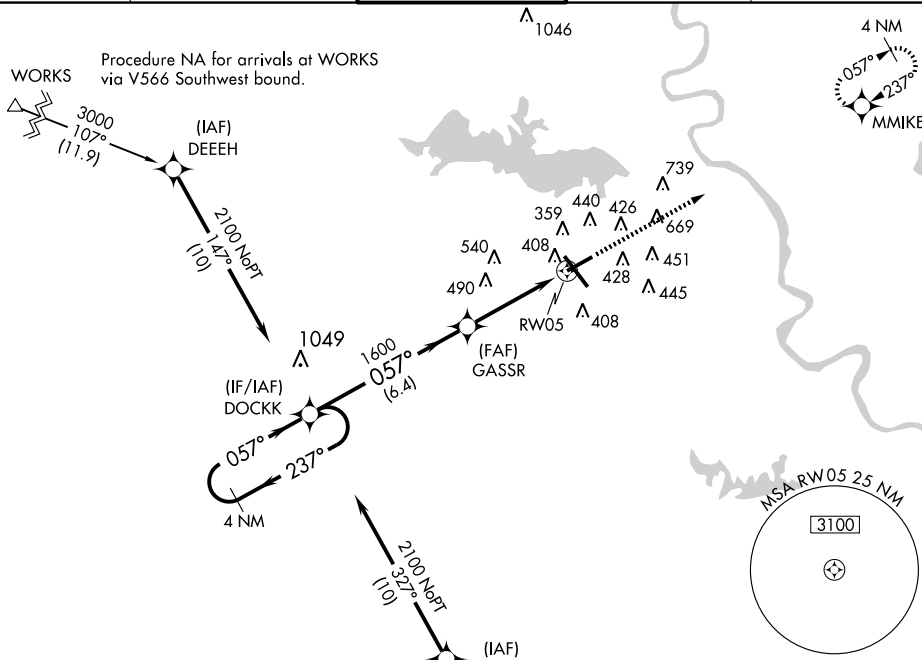
<p><b>ASR</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p>	<p><b>MISSED APPROACH:</b> Climb to 3000 direct MMIKE and hold.</p>
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ATIS  
**128.45**

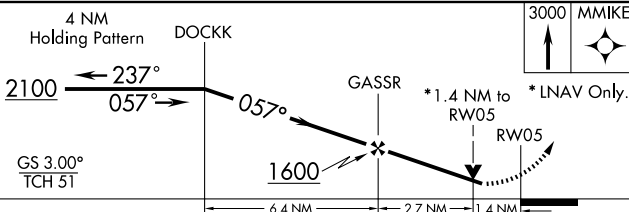
SHREVEPORT APP CON  
119.9 335.55

SHREVEPORT TOWER  
121.4 236.775

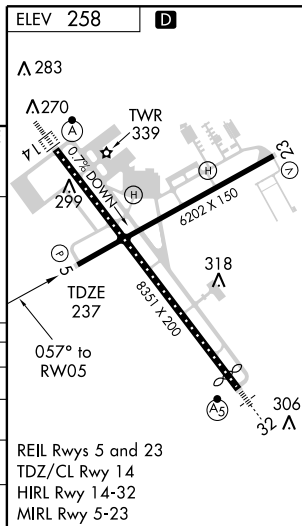
GND CON  
121.9 236.775

CLNC DEL  
**124.65**

Procedure NA for arrivals at EXITE  
via V407 Southwest bound.



CATEGORY	A	B	C	D
LPV DA	594-1¼ 357 (400-1¼)			
LNAV/ VNAV DA	708-1¾ 471 (500-1¾)			
LNAV MDA	720-1	483 (500-1)	720-1¼ 483 (500-1¼)	720-1½ 483 (500-1½)
CIRCLING	800-1	542 (600-1)	800-1½ 542 (600-1½)	820-2 562 (600-2)



SHREVEPORT, LOUISIANA

Amdt 1 09239

32°27'N-93°50'W

SHREVEPORT RGNL (SHV)  
RNAV (GPS) RWY 5

SC-4. 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>45913</b> <b>W14A</b>	APP CRS <b>139°</b>	Rwy Idg TDZE <b>258</b> Apt Elev <b>258</b>
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# RNAV (GPS) RWY 14

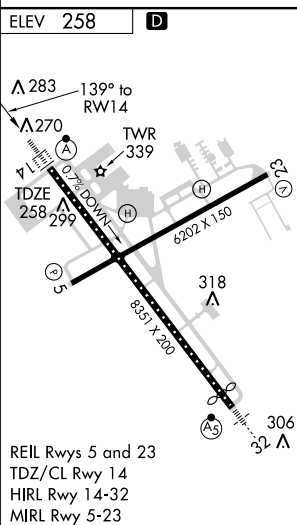
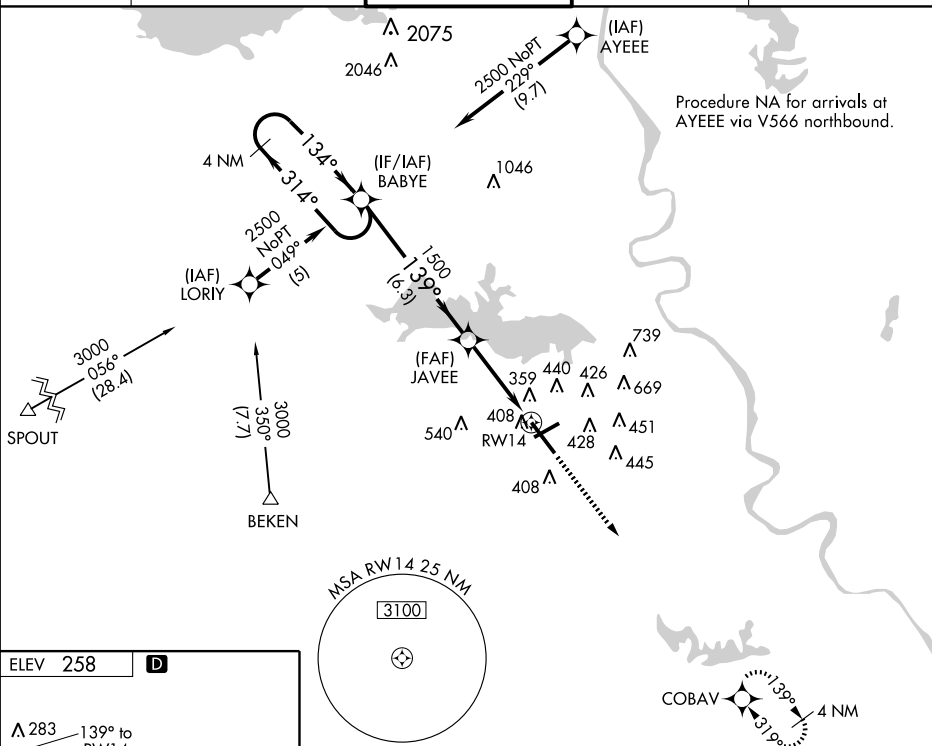
SHREVEPORT RGNL (SHV)

For inoperative ALSF, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2  
A

MISSED APPROACH: Climb to 3000 direct COBAV and hold.

ATIS <b>128.45</b>	SHREVEPORT APP CON <b>119.9 335.55</b>	SHREVEPORT TOWER <b>121.4 236.775</b>	GND CON <b>121.9 236.775</b>	CLNC DEL <b>124.65</b>
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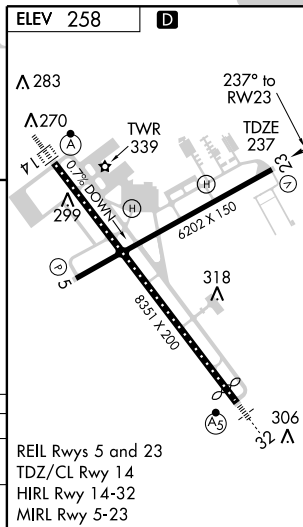
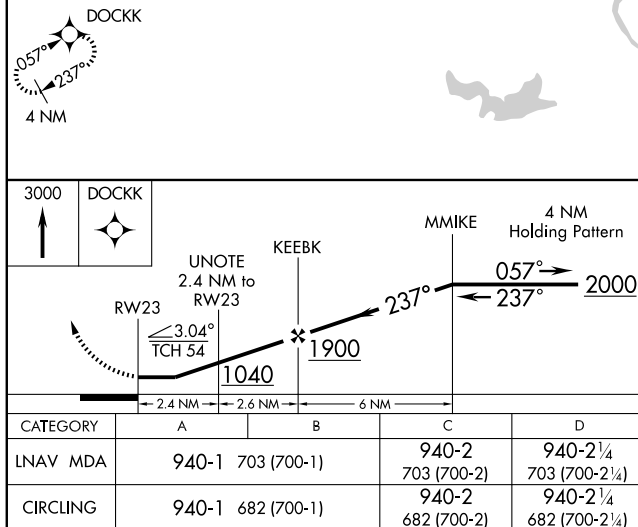
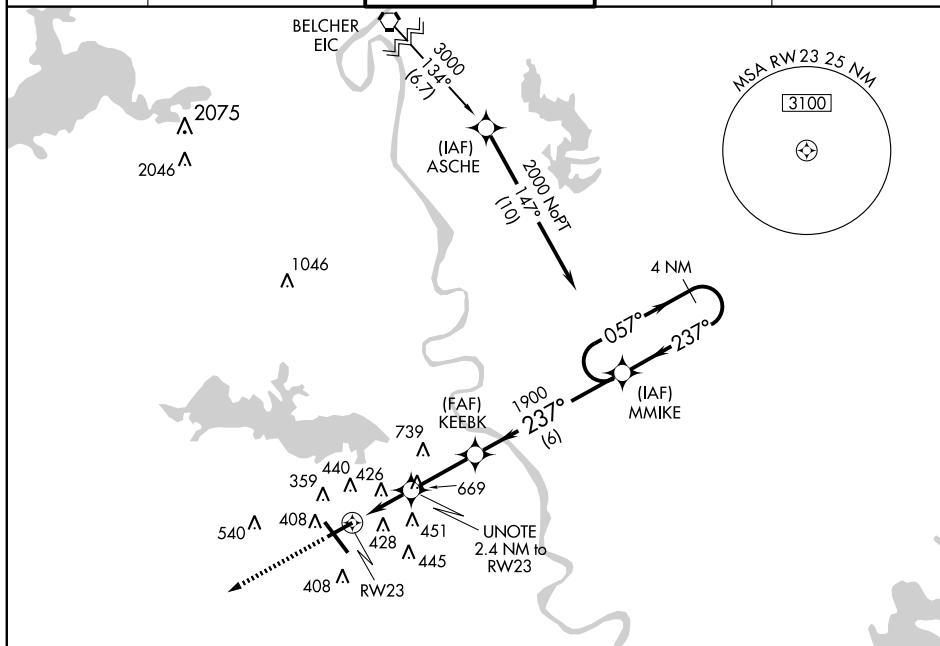
<div> <div>4 NM Holding Pattern</div> <div>BABYE</div> <div>JAVEE</div> <div>COBAV</div> </div>				
<div> <div>2500</div> <div>314°</div> <div>134°</div> <div>139°</div> <div>1500</div> <div>6.3 NM</div> <div>2.6 NM</div> <div>1.1 NM</div> <div>3000</div> <div>COBAV</div> <div>GS 3.00°</div> <div>TCH 50</div> <div>*1.1 NM to RWY 14</div> <div>*LNAV only</div> <div>RWY 14</div> </div>				
CATEGORY	A	B	C	D
LPV DA	458/24 200 (200-½)			
LNAV/VNAV DA	684/50 426 (500-1)			
LNAV MDA	660/24	402 (500-½)	660/40 402 (500-¾)	660/50 402 (500-1)
CIRCLING	800-1	542 (600-1)	800-1½ 542 (600-1½)	820-2 562 (600-2)

# RNAV (GPS) RWY 23

## SHREVEPORT RGNL (SHV)

APP CRS <b>237°</b>	Rwy Idg <b>6201</b>
	TDZE <b>237</b>
	Aprt Elev <b>258</b>

 DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3000 direct DOCKK and hold.		
ATIS <b>128.45</b>	SHREVEPORT APP CON <b>119.9 335.55</b>	SHREVEPORT TOWER <b>121.4 236.775</b>	GND CON <b>121.9 236.775</b>	CLNC DEL <b>124.65</b>





WAAS CH <b>77913</b> <b>W32A</b>	APP CRS <b>319°</b>	Rwy Idg TDZE Apt Elev	<b>7976</b> <b>222</b> <b>258</b>
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# RNAV (GPS) RWY 32

SHREVEPORT RGNL (SHV)

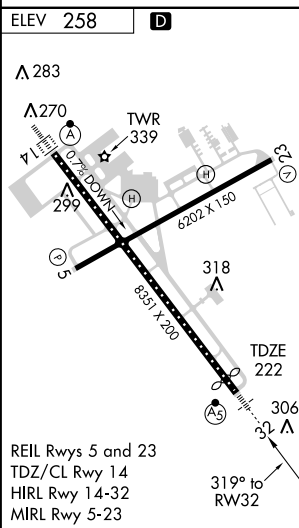
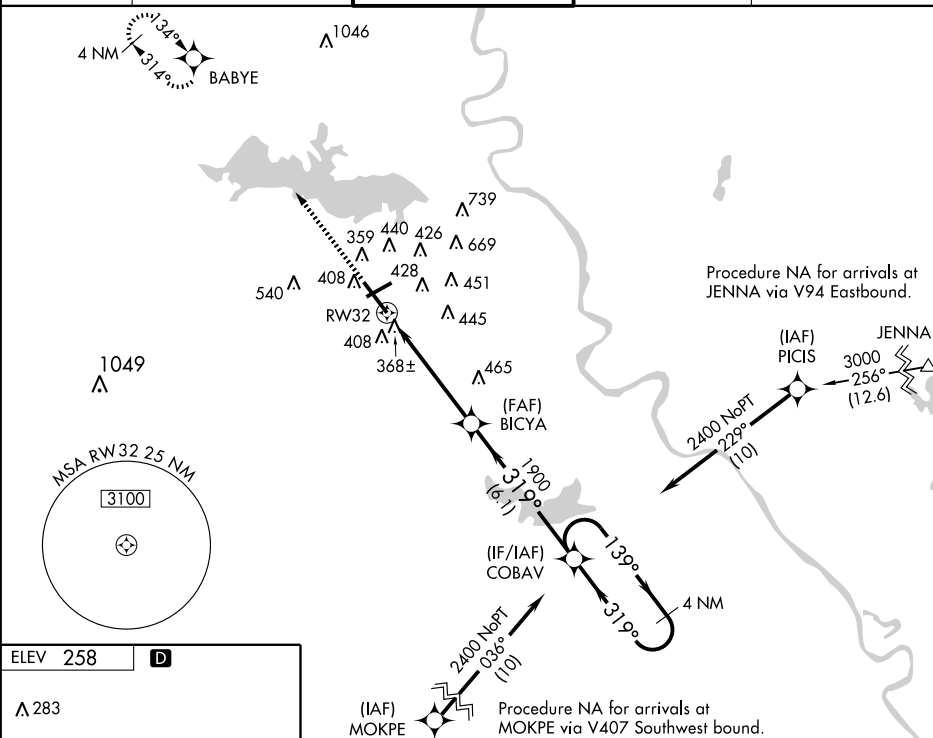


Inoperative table does not apply to LPV all Cats. For inoperative MALS, increase LNAV Cats. A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.



MISSED APPROACH:  
Climb to 2500 direct  
BABYE and hold.

ATIS <b>128.45</b>	SHREVEPORT APP CON <b>119.9 335.55</b>	SHREVEPORT TOWER <b>121.4 236.775</b>	GND CON <b>121.9 236.775</b>	CLNC DEL <b>124.65</b>
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2500

BABYE

4 NM

Holding Pattern

\*LNAV only

\*1.3 NM to RW32

BICYA

1900

319°

139°

2400

GS 3.00°

TCH 52

COBAV

1.3 NM

3.7 NM

6.1 NM

RW32

CATEGORY	A	B	C	D
LPV DA	422/40 200 (200-¾)			
LNAV/VNAV DA	706/60 484 (500-1¼)			
LNAV MDA	680/40 458 (500-¾)			680/50 458 (500-1)
CIRCLING	800-1 542 (600-1)	800-1½ 542 (600-1½)	820-2 562 (600-2)	

**SHREVEPORT RGNL** (SHV) 4 SW UTC-6(-5DT) N32°26.80' W93°49.54'

258 B S4 FUEL 100LL, JET A OX 3 LRA Class I, ARFF Index B NOTAM FILE SHV  
 RWY 14-32: H8351X200 (ASPH-GRVD) S-75, D-190, 2S-175, 2D-400 HIRL CL

MEMPHIS

H-6I, L-17E

IAP, AD

RWY 14: ALSF2. TDZL. 0.7% down.

RWY 32: MALSR. Thld dsplcd 375'. Railroad.

RWY 05-23: H6202X150 (ASPH-GRVD) S-75, D-158, 2S-175,  
 2D-280 MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Trees.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 54'. Trees.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 05: TORA-6201 TODA-6201 ASDA-6201 LDA-6201

RWY 14: TORA-8351 TODA-8351 ASDA-8351 LDA-8351

RWY 23: TORA-6201 TODA-6201 ASDA-6201 LDA-6201

RWY 32: TORA-8351 TODA-8351 ASDA-8351 LDA-7976

**AIRPORT REMARKS:** Attended continuously. Bird activity invof aprt. Rwy  
 14-32 has significant cracking and joint deterioration. Landing  
 fee for all commercial aircraft. Flight Notification Service (ADCUS)  
 available Mon-Fri 1400-2300Z†, other times by appointment call  
 318-635-7873 or 800-973-2867.

**WEATHER DATA SOURCES:** ASOS (318) 636-5767. LLWAS.**COMMUNICATIONS:** ATIS 128.45 UNICOM 122.95

Ⓡ APP/DEP CON 119.9 (153°-319°) 123.75 (320°-152°)  
 (1200-0600Z†) 121.4 (0600-1200Z†)

TOWER 121.4 GND CON 121.9 CLNC DEL 124.65

**AIRSPACE:** CLASS C svc continuous etc APP CON**RADIO AIDS TO NAVIGATION:** NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28' W93°48.60' 175° 19.5 NM to fld. 190/7E.

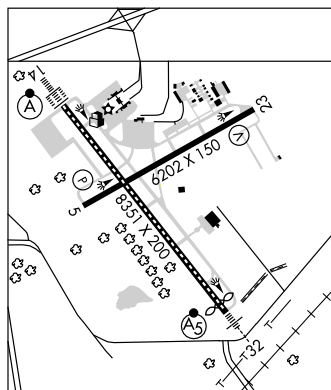
CRAKK NDB (LOM) 230 SH N32°30.11' W93°52.69' 136° 4.2 NM to fld. SHUTDOWN.

ILS 110.3 I-FOG Rwy 32. Class IA.

ILS 110.7 I-SHV Rwy 14. Class IIE. LOM CRAKK NDB. LOM SHUTDOWN.

ILS 109.1 I-MWP Rwy 05. (LOC only).

ASR

**SLIDELL** (ASD) 4 NW UTC-6(-5DT) N30°20.78' W89°49.25'

29 B S4 FUEL 100LL, JET A NOTAM FILE ASD

RWY 18-36: H5001X100 (ASPH) S-48 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Thld dsplcd 944'.  
 Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 18: TORA-5001 TODA-5001 ASDA-5001 LDA-4057

RWY 36: TORA-5001 TODA-5001 ASDA-5001 LDA-5001

**AIRPORT REMARKS:** Attended 1200-0000Z†. Arpt unattended Christmas  
 and New Years. Fuel avbl 24 hrs with credit card. Wildlife on and  
 invof rwy. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low  
 ints dusk to dawn, to increase ints and ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** ASOS 132.475 (985) 643-7263.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ NEW ORLEANS APP/DEP CON 133.15

GCO 135.075 (NEW ORLEANS APCH and DE RIDDER FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

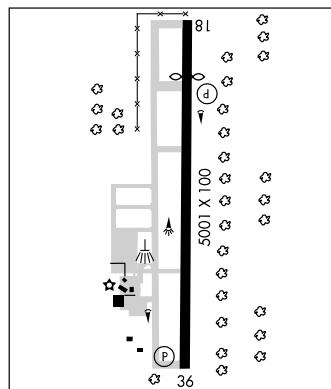
PICAYUNE (L) VORTAC 112.2 PCU Chan 59 N30°33.67'

W89°43.83' 197° 12.8 NM to fld. 70/5E.

FLORENVILLE NDB (MHW) 371 FNA N30°24.94' W89°49.20' 178°

3.2 NM to fld. NOTAM FILE ASD.

NDB (MHW) 256 DEF N30°17.81' W89°50.05' 007° 4.0 NM to fld. NOTAM FILE ASD.



NEW ORLEANS

H-7E, 8F, L-21B, 22F, GOMC

IAP

**SOUTH LAFOURCHE LEONARD MILLER JR.** (See GALLIANO)**SOUTHLAND FLD** (See SULPHUR)**SOUTH MARSH 268** SCF N29°06.95' W91°52.27'

AWOS-3 119.575

L-21B, 22E, GOMC

NDB DEF <b><u>256</u></b>	APP CRS <b>012°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>28</b> <b>29</b>
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NDB RWY 36

SLIDELL (ASD)

ANA

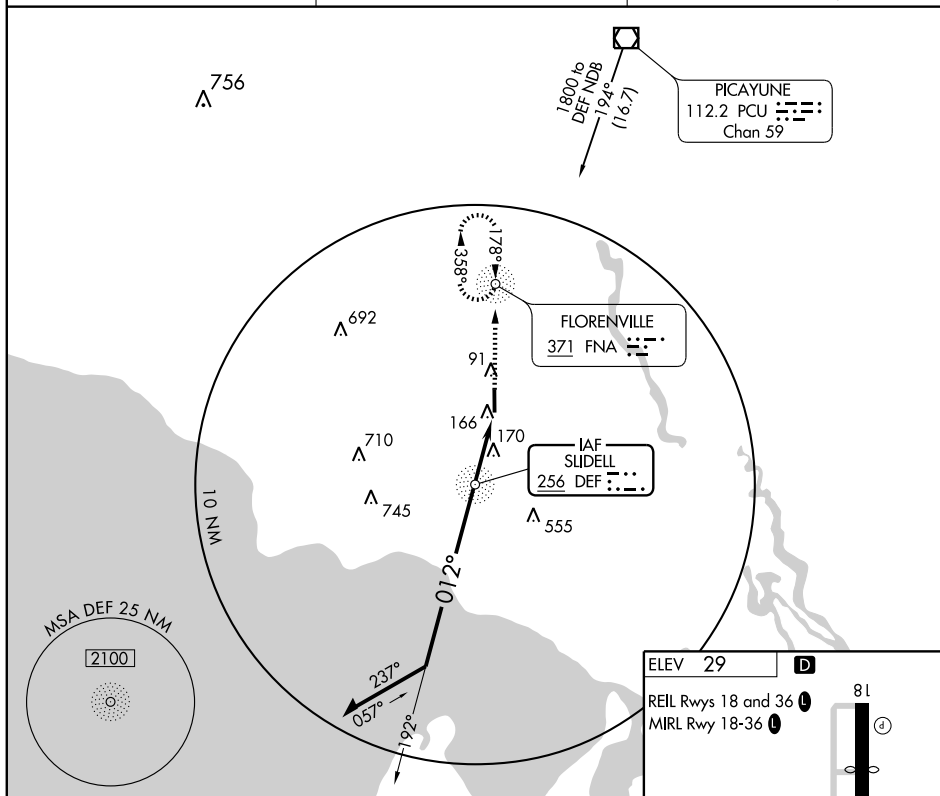
If local altimeter not received, use New Orleans Lakefront altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in/Circling Rwy 36 procedure NA at night.

**MISSED APPROACH:** Climb to 1700  
direct FNA NDB and hold.

ASOS  
132,475

NEW ORLEANS APP CON  
133.15 290.3

UNICOM  
122.8 (CTAF) **L**



Remain  
within 10 NM

DEF  
NDB

1700

FNA

VGSI and descent angle  
not coincident.

TCH 4

-27 NM-

CATEGORY	A	B	C	D	012° 2.7 NM from FAF					
S-36	540-1	512 (600-1)	540-1½ 512 (600-1½)	NA	FAF to MAP 2.7 NM					
CIRCLING	540-1	511 (600-1)	540-1½ 511 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	2:42	1:48	1:21	1:05	0:54

SLIDELL, LOUISIANA

Orig-E 21OCT10

30°21'N-89°49'W

SLIDELL (ASD)

NDB RWY 36

SC-4. 21 OCT 2010 to 18 NOV 2010



APP CRS <b>358°</b>	Rwy Ldg TDZE Apt Elev	<b>5001</b> <b>28</b> <b>28</b>
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## RNAV (GPS) RWY 36

SLIDELL (ASD)

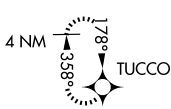
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct TUCCO and hold.

ASOS  
**132.475**NEW ORLEANS APP CON  
**133.15 290.3**UNICOM  
**122.8 (CTAF) 0**GCO  
**135.075**

Procedure NA for arrivals at RYTHM via V9-543 northbound.

MISSED APCH FIX

PICAYUNE  
PCU

Procedure NA for arrivals at PCU VOR/DME via V552 northbound and V455 northeastbound.

RYTHM



692

710

745

RW36

(FAF)  
REKKO

555

(IAF)  
FIKEL2000 NoPT  
087°  
(6)(IF/IAF)  
HOOTY358°  
(6.2)(IAF)  
DUFOS2000 NoPT  
268°  
(6)

MSA RW36 25 NM

2100

(IAF)  
MENTC2000 NoPT  
358°  
(14.8)4 NM  
Holding Pattern

HOOTY

2000  
← 178°  
→ 358°VGSI and descent angles  
not coincident.

358°

1300

3.02°

TCH 45

6.2 NM

2.7 NM

1.1

2000

TUCCO

1.1 NM to  
RW36

RW36

3.02°

TCH 45

6.2 NM

2.7 NM

1.1

CATEGORY	A	B	C	D
LNNAV MDA	420-1 392 (400-1)			NA
CIRCLING	480-1 452 (500-1)	480-1½ 452 (500-1½)		NA

ELEV 28

D

MIRL Rwy 18-36 0  
REIL Rwy 18 and 36 0TDZE  
28

36

358° to  
RW36

VOR/DME PCU <b>112.2</b> Chan <b>59</b>	APP CRS <b>195°</b>	Rwy Idg <b>4057</b> TDZE <b>28</b> Apt Elev <b>28</b>
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# VOR/DME RWY 18

SLIDELL (ASD)

▲ NA

MISSED APPROACH: Climbing right turn to 2000 direct PCU VOR/DME and hold.

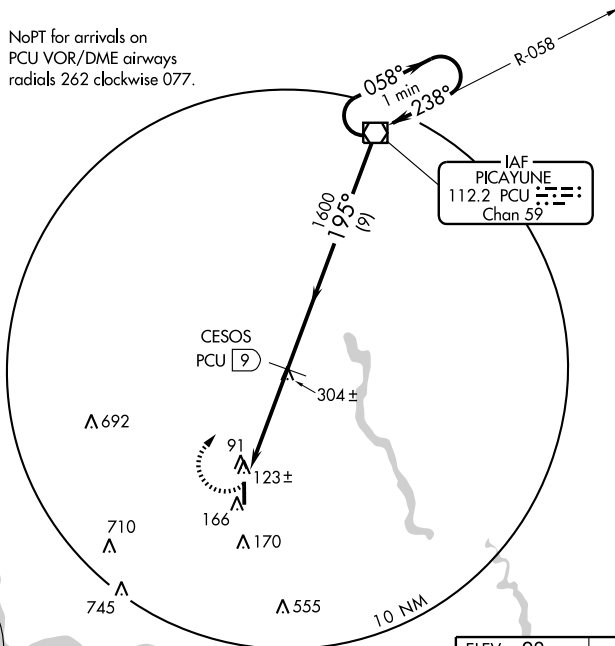
ASOS  
**132.475**

NEW ORLEANS APP CON  
**133.15 290.3**

UNICOM  
**122.8 (CTAF) 0**

NoPT for arrivals on  
PCU VOR/DME airways  
radials 262 clockwise 077.

756 ▲



IAF  
PICAYUNE  
112.2 PCU  
Chan 59

CESOS  
PCU 9

▲ 692

▲ 710

▲ 170

▲ 555

10 NM

MSA PCU 25 NM

1800

2000

PCU

112.2

CESOS  
PCU 9

PCU 12.4

PCU 13.4

TCH 45

1600

VOR/DME

One Minute  
Holding Pattern

058° → 2000  
← 238°

VGSI and descent angles  
not coincident.

CATEGORY	A	B	C	D
S-18	460-1 432 (500-1)		460-1¼ 432 (500-1¼)	NA
CIRCLING	480-1 452 (500-1)		480-1½ 452 (500-1½)	NA

ELEV 28

D

195° 4.5 NM  
from FAF

81

TDZE 28

5001 X 100

36

REIL Rwy 18  
and 36 0  
MIRL Rwy 18-36 0

**SOUTH TIMBALIER** STZ N28°09.58' W90°39.98'  
AWOS-3 119.275

L-21B, GOMC

**SOUTH TIMBALIER** N28°32.01' W90°35.00'  
RCO 122.6 (DE RIDDER RADIO) OTS indef.

NEW ORLEANS  
L-21B

**SPRINGHILL** (SPH) 3 E UTC-6(-5DT) N32°59.01' W93°24.55'

MEMPHIS  
L-17E  
IAP

218 B FUEL 100LL NOTAM FILE DRI

RWY 18-36: H4002X75 (ASPH) MIRL

RWY 18: PAPI(P2L)—GA 3.5° TCH 45'. Trees.

RWY 36: PAPI(P2L)—GA 3.5° TCH 52'. Trees.

**AIRPORT REMARKS:** Attended continuously. MIRL Rwy 18-36 preset low ints dusk-dawn, to increase ints ACTIVATE—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

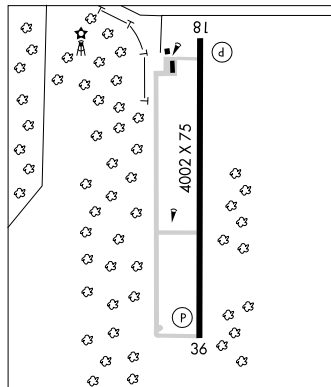
Ⓡ SHREVEPORT APP/DEP CON 118.6 (1200-0600Z±) 121.4 (0600-1200Z±).

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28'

W93°48.60' 051° 23.9 NM to fld. 190/7E.

NDB (MHW) 375 SPH N32°55.22' W93°24.56' 355° 3.8 NM to fld. NOTAM FILE DRI. Unmonitored.



**STUCKEY** N32°24.53' W92°35.37' NOTAM FILE RSN.  
NDB (MHW) 350 TUF 357° 6.3 NM to Ruston Rgnl. Unmonitored.

MEMPHIS  
L-17E

**SULPHUR** N30°11.91' W93°25.24' NOTAM FILE DRI.  
NDB (MHW/LOM) 278 AUR 146° 4.6 NM to Southland Fld.

HOUSTON  
L-21B, 22E, GOMW

## SULPHUR

**SOUTHLAND FLD** (UXL) 5 S UTC-6(-5DT) N30°07.89' W93°22.57'

HOUSTON  
H-7D, L-21B, 22E, GOMW  
IAP

10 B S4 FUEL 100LL, JET A NOTAM FILE UXL

RWY 15-33: H5001X75 (ASPH) S-30, D-50 MIRL

RWY 15: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 25'. Tree.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 25'.

**AIRPORT REMARKS:** Attended 1200-0200Z±. REIL Rwy 33 OTS indef. MIRL Rwy 15-33, ODALS Rwy 15 and REIL Rwy 15 and Rwy 33 preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (337) 558-5321.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ LAKE CHARLES APP/DEP CON 119.35 (1200-0400Z±).

Ⓡ HOUSTON CENTER APP/DEP CON 124.7 (0400-1200Z±).

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LCH.

LAKE CHARLES (H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 261° 14.1 NM to fld. 20/7E.

SULPHUR NDB (MHW/LOM) 278 AUR N30°11.91' W93°25.24' 146° 4.6 NM to fld. NOTAM FILE DRI.

ILS 109.3 I-UXL Rwy 15. LOC only.

## TALLULAH

**SCOTT** (M80) 2 E UTC-6(-5DT) N32°24.98' W91°08.93'

MEMPHIS  
L-18F

84 B NOTAM FILE DRI

RWY 18-36: H3014X75 (ASPH) S-12

RWY 36: Thld dsplcd 250'. Road.

RWY 17-35: 2400X130 (TURF)

**AIRPORT REMARKS:** Attended on call. For attendant call 318-574-4416. Aerobatic box on fld check NOTAMS.

Numerous agricultural and ultralight ops at arpt. Rwy 36 dsplcd thld daylight ops only. 3' tall cotton crops 100' from rwy centerline on east side of rwy. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01' W92°02.16' 094° 45.4 NM to fld. 80/3E. HIWAS.

NDB SPH <b>375</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>4002</b> <b>210</b> <b>218</b>
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# NDB RWY 36

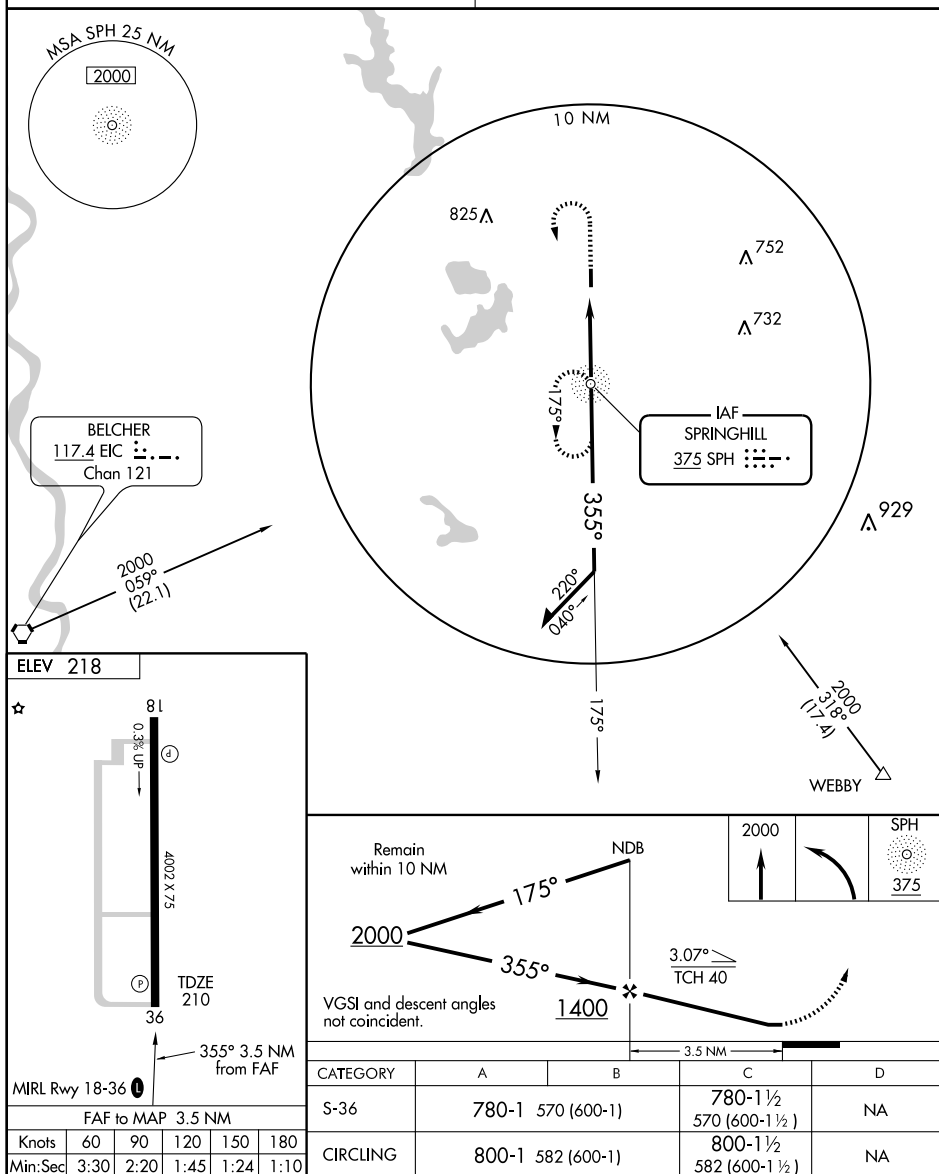
SPRINGHILL (SPH)

**NA** Use Shreveport Regional altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct SPH NDB and hold.

SHREVEPORT APP CON  
**118.6 350.2**

UNICOM  
**122.8 (CTAF) 0**



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010



**SOUTH TIMBALIER** STZ N28°09.58' W90°39.98'  
AWOS-3 119.275

L-21B, GOMC

**SOUTH TIMBALIER** N28°32.01' W90°35.00'  
RCO 122.6 (DE RIDDER RADIO) OTS indef.

NEW ORLEANS  
L-21B

**SPRINGHILL** (SPH) 3 E UTC-6(-5DT) N32°59.01' W93°24.55'

MEMPHIS  
L-17E  
IAP

218 B FUEL 100LL NOTAM FILE DRI

RWY 18-36: H4002X75 (ASPH) MIRL

RWY 18: PAPI(P2L)—GA 3.5° TCH 45'. Trees.

RWY 36: PAPI(P2L)—GA 3.5° TCH 52'. Trees.

**AIRPORT REMARKS:** Attended continuously. MIRL Rwy 18-36 preset low ints dusk-dawn, to increase ints ACTIVATE—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

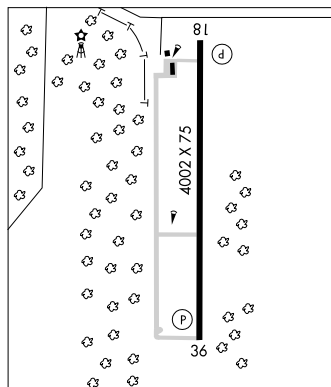
Ⓡ SHREVEPORT APP/DEP CON 118.6 (1200-0600Z±) 121.4 (0600-1200Z±).

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28'

W93°48.60' 051° 23.9 NM to fld. 190/7E.

NDB (MHW) 375 SPH N32°55.22' W93°24.56' 355° 3.8 NM to fld. NOTAM FILE DRI. Unmonitored.



**STUCKEY** N32°24.53' W92°35.37' NOTAM FILE RSN.  
NDB (MHW) 350 TUF 357° 6.3 NM to Ruston Rgnl. Unmonitored.

MEMPHIS  
L-17E

**SULPHUR** N30°11.91' W93°25.24' NOTAM FILE DRI.  
NDB (MHW/LOM) 278 AUR 146° 4.6 NM to Southland Fld.

HOUSTON  
L-21B, 22E, GOMW

## SULPHUR

**SOUTHLAND FLD** (UXL) 5 S UTC-6(-5DT) N30°07.89' W93°22.57'

HOUSTON

10 B S4 FUEL 100LL, JET A NOTAM FILE UXL

H-7D, L-21B, 22E, GOMW

RWY 15-33: H5001X75 (ASPH) S-30, D-50 MIRL

IAP

RWY 15: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 25'. Tree.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 25'.

**AIRPORT REMARKS:** Attended 1200-0200Z±. REIL Rwy 33 OTS indef. MIRL Rwy 15-33, ODALS Rwy 15 and REIL Rwy 15 and Rwy 33 preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (337) 558-5321.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ LAKE CHARLES APP/DEP CON 119.35 (1200-0400Z±).

Ⓡ HOUSTON CENTER APP/DEP CON 124.7 (0400-1200Z±).

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LCH.

LAKE CHARLES (H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 261° 14.1 NM to fld. 20/7E.

SULPHUR NDB (MHW/LOM) 278 AUR N30°11.91' W93°25.24' 146° 4.6 NM to fld. NOTAM FILE DRI.

ILS 109.3 I-UXL Rwy 15. LOC only.

## TALLULAH

**SCOTT** (M80) 2 E UTC-6(-5DT) N32°24.98' W91°08.93'

MEMPHIS  
L-18F

84 B NOTAM FILE DRI

RWY 18-36: H3014X75 (ASPH) S-12

RWY 36: Thld dsplcd 250'. Road.

RWY 17-35: 2400X130 (TURF)

**AIRPORT REMARKS:** Attended on call. For attendant call 318-574-4416. Aerobatic box on fld check NOTAMS.

Numerous agricultural and ultralight ops at arpt. Rwy 36 dsplcd thld daylight ops only. 3' tall cotton crops 100' from rwy centerline on east side of rwy. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01' W92°02.16' 094° 45.4 NM to fld. 80/3E. HIWAS.

LOC I-UXL <b>109.3</b>	APP CRS <b>146°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>10</b> <b>10</b>
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# LOC RWY 15

SULPHUR/SOUTHLAND FIELD (UXL)

**▼** Inoperative table does not apply to S-15 Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet.



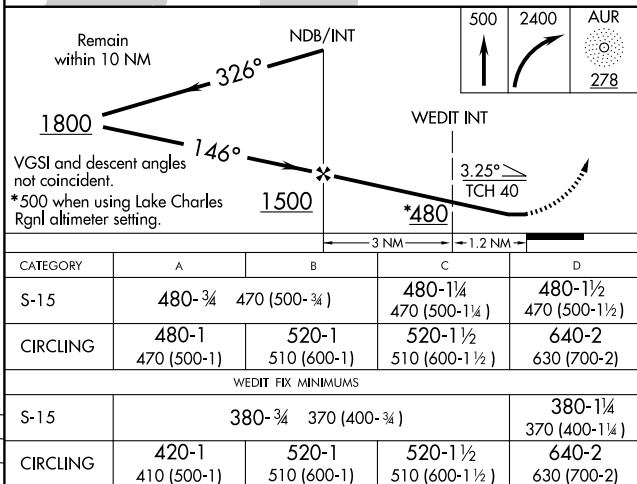
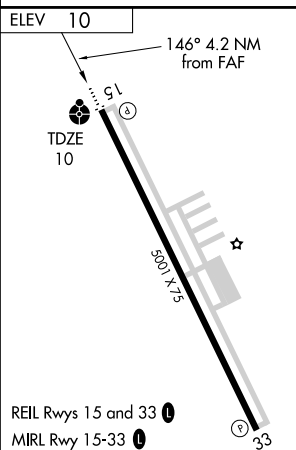
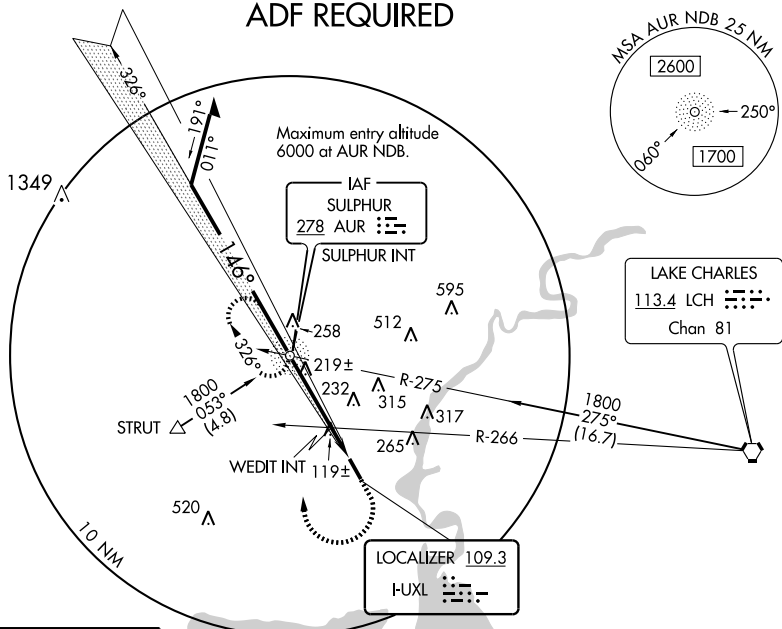
MISSED APPROACH: Climb to 500 then climbing right turn to 2400 direct AUR NDB and hold, continue climb-in-hold to 2400.

AWOS-3  
**118.175**

LAKE CHARLES APP CON ★  
**119.35 282.3**

UNICOM  
**122.8 (CTAF) 0**

## ADF REQUIRED



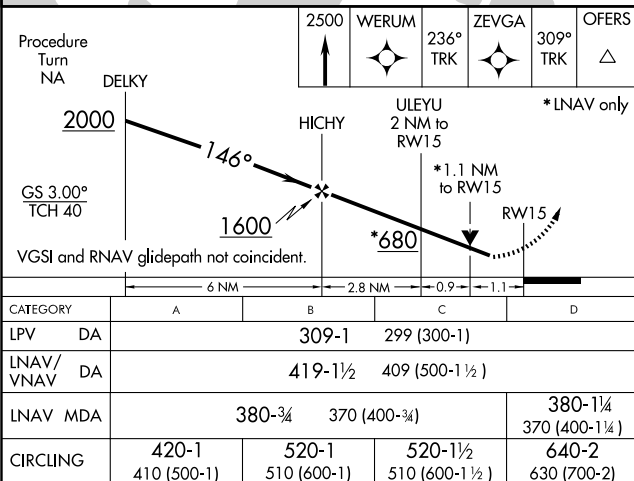
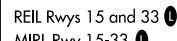
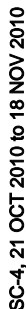
RNAV (GPS) RWY 15  
SULPHUR/SOUTHLAND FIELD (UXL)

ODALS



**MISSED APPROACH:** Climb to 2500 direct WERUM and via 236° track to ZEVGA and via 309° track to OFERS and hold.

UNICOM  
122.8 (CTAF) **L**



WAAS CH <b>99610</b> <b>W33A</b>	APP CRS <b>326°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>10</b> <b>10</b>
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# RNAV (GPS) RWY 33

SULPHUR/SOUTHLAND FIELD (UXL)

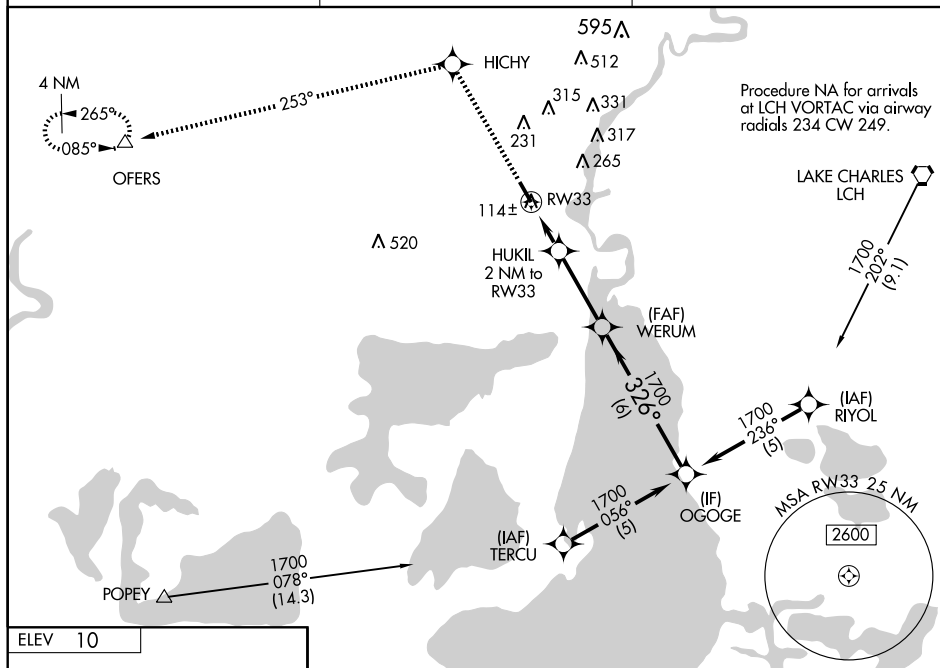
**⚠** Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 19 feet, all MDA 20 feet and LNAV/VNAV visibility ¼ mile all Cats.

**MISSED APPROACH:** Climb to 2500 direct HICHY and via 253° track to OFERS and hold.

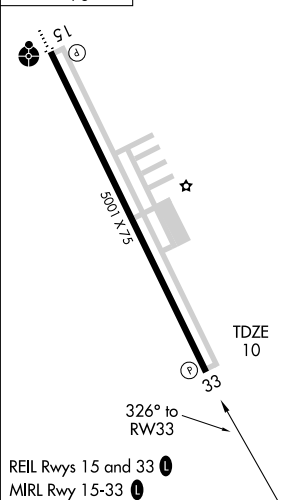
AWOS-3  
**118.175**

LAKE CHARLES APP CON ★  
**119.35 282.3**

UNICOM  
**122.8 (CTAF) 0**

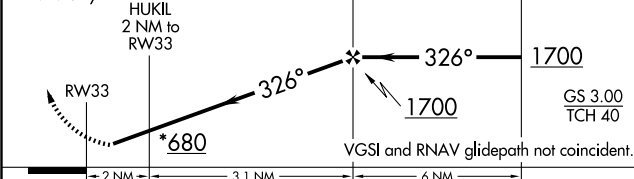


ELEV 10



2500	HICHY	253°	OFERS
↑	✱	TRK	△

\*LNAV only



CATEGORY	A	B	C	D
LPV DA	348-1¼		338 (400-1¼)	
LNAV/VNAV DA	384-1¼		374 (400-1¼)	
LNAV MDA	380-1		370 (400-1)	
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	380-1¼ 370 (400-1¼) 640-2 630 (700-2)

VORTAC LCH <b>113.4</b> Chan <b>81</b>	APP CRS <b>261°</b>	Rwy Idg TDZE Apt Elev <b>10</b>	<b>N/A</b> <b>N/A</b> <b>10</b>
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VOR/DME-A

SULPHUR/SOUTHLAND FIELD (UXL)

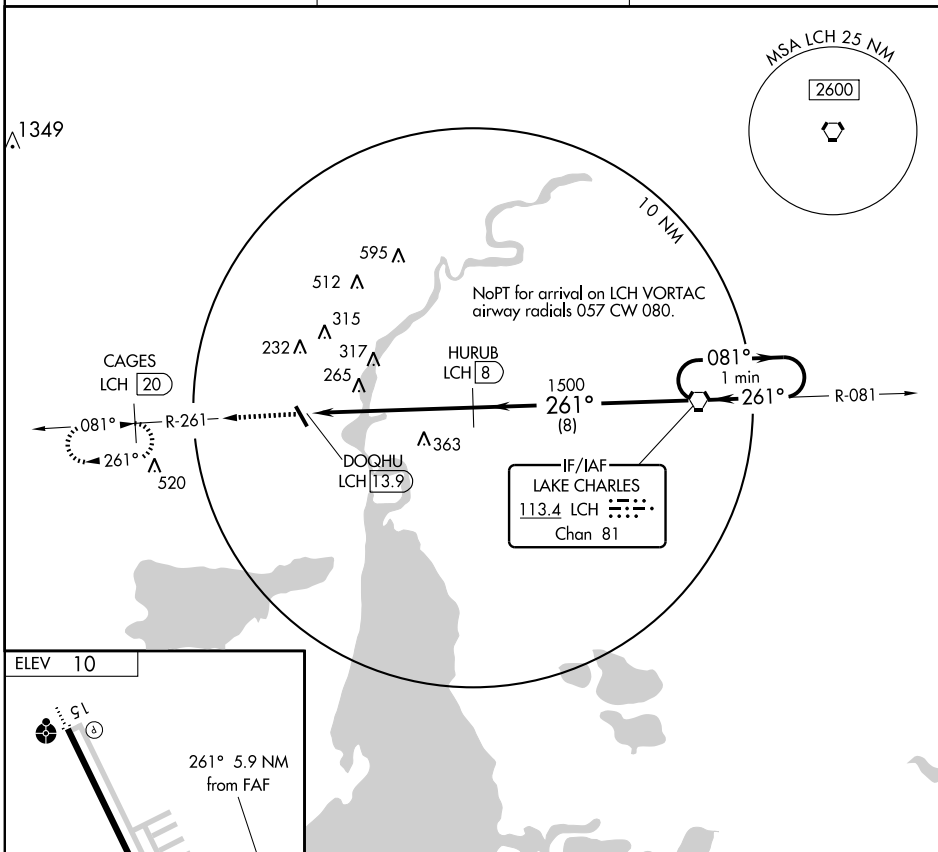
When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet and circling Cats C and D visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climb to 1600 via LCH R-261 to CAGES/20 DME and hold.

AWOS-3  
**118.175**

LAKE CHARLES APP CON ★  
**119.35 282.3**

UNICOM  
**122.8** (CTAF) **0**



ELEV 10

261° 5.9 NM  
from FAF

500' X 75'

REIL Rwy 15 and 33 **0**  
MIRL Rwy 15-33 **0**

1600  
LCH R-261  
CAGES  
LCH **20**

HURUB  
LCH **8**

VORTAC

One Minute  
Holding Pattern

DOQHU  
LCH **13.9**

1500

081° →  
← 261° 1700

5.9 NM 8 NM

CATEGORY	A	B	C	D
CIRCLING	680-1	670 (700-1)	680-1 $\frac{3}{4}$ 670 (700-1 $\frac{3}{4}$ )	680-2 670 (700-2)

SULPHUR, LOUISIANA

Amdt 2 09071

SULPHUR/SOUTHLAND FIELD (UXL)

30° 08' N-93° 23' W

VOR/DME-A

**TALLULAH/VICKSBURG, MS****VICKSBURG TALLULAH RGNL** (TVR) 9 E UTC-6(-5DT) N32°21.10' W91°01.66'

86 B S4 FUEL 100LL, JET A OX 1 TPA-1086(1000) NOTAM FILE TVR

RWY 18-36: H5002X100 (ASPH) S-60, D-75 MIRL

RWY 18: PAPI(P2L)—GA 3.33° TCH 29'. Trees.

RWY 36: PAPI(P2L)—GA 3.33° TCH 29'. P-line.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 18: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 36: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

**AIRPORT REMARKS:** Attended 1300-0100Z†. For arpt attendant after hrs call Sun-Tue 318-267-1323, Wed-Sat 601-529-7148, alternate number 318-366-1615 or 318-574-1080. For fuel after hrs call 318-366-1615. PAEW on arpt. Migratory birds invof arpt. Crop dusting activity 2 NM radius of arpt. Pilots in tfc pattern are requested to avoid over flight of Mound, LA ½ mile south and east of Rwy 36. MIRL Rwy 18-36 preset low ints, to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.525 (318) 574-4866.**COMMUNICATIONS:** CTAF/UNICOM 123.0

MEMPHIS CENTER APP/DEP CON 132.5

GCO 135.075 (DE RIDDER FSS)

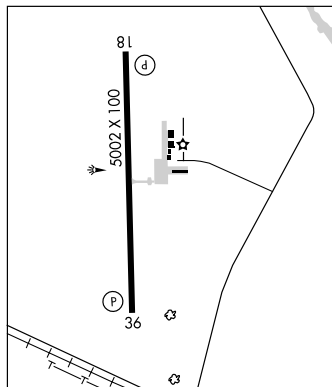
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45'

W90°10.06' 253° 44.7 NM to fld. 360/5E.

SAVRY NDB (MHW/LOM) 344 TV N32°14.72' W91°01.55' 357° 6.4 NM to fld. NOTAM FILE DRI.

ILS 109.7 I-TV Rwy 36. LOM SAVRY NDB. LOC only.

**TENSAS PARISH** (See ST JOSEPH)**THACKERS** (See OIL CITY)**THE RED RIVER** (See COUSHATTA)**THIBODAUX MUNI** (L83) 3 S UTC-6(-5DT) N29°44.87' W90°49.97'

9 B S2 FUEL 100LL NOTAM FILE DRI

RWY 08-26: H2999X75 (ASPH) S-6 MIRL

RWY 08: Trees. RWY 26: Thld dspcd 90'. Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Rwy 26 thld dspcd for day ops only. Dspcd thld markings yellow. Rwy 08-26 ponding along rwy edges during wet conditions. MIRL Rwy 08-26 preset low ints, to increase ints ACTIVATE—CTAF.

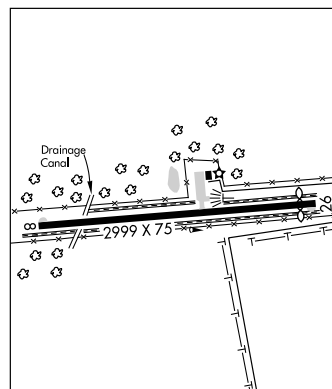
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® NEW ORLEANS APP/DEP CON 118.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DRI.

TIBBY (L) VORTAC 112.0 TBD Chan 57 N29°39.86'

W90°49.75' 356° 5.0 NM to fld. 10/2E.

**TIBBY** N29°39.86' W90°49.75' NOTAM FILE DRI.

(L) VORTAC 112.0 TBD Chan 57 356° 5.0 NM to Thibodaux Muni. 10/2E.

**TIBBY** N29°39.86' W90°49.75'

RCO 122.1R 112.0T (DE RIDDER RADIO)

**UNION PARISH** (See FARMERVILLE)**VERMILLION** N28°34.56' W92°27.67'

RCO 122.6 (DE RIDDER RADIO) OTS indef.

MEMPHIS

H-6I, L-18F

IAP

NEW ORLEANS

L-21B, 22F, GOMC

IAP

NEW ORLEANS

H-7D, L-21B, 22F

NEW ORLEANS

L-21F

NEW ORLEANS

L-21F

LOC I-TV <b>109.7</b>	APP CRS <b>357°</b>	Rwy ldg <b>5000</b> TDZE <b>86</b> Apt Elev <b>86</b>
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**▼** If local altimeter setting not received, use Monroe Regional  
**▲** altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climbing left turn to 2000 direct  
TV NDB and hold.

ASOS-3  
**118.525**

MEMPHIS CENTER  
**132.5 259.1**

UNICOM  
**123.0 (CTAF) ①**

LOCALIZER 109.7  
I-TV

10 NM

360°

▲ 870

218±

▲ 605

IAF  
SAVRY  
344 TV

1 min

357°

177°

177°

2000  
315°  
(18)

TALPY

MSA TV 25 NM

2100

ADF REQUIRED

2000



NDB

One Minute  
Holding Pattern

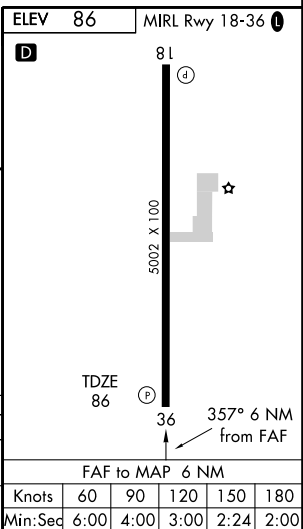
177° →  
← 357° 2000

2000

VGSI and descent  
angles not coincident.

357°  
≤ 2.96°  
TCH 45

6 NM



CATEGORY	A	B	C	D
S-36	500-1 414 (500-1)	500-1 414 (500-1)	500-1½ 414 (500-1½)	500-1½ 414 (500-1½)
CIRCLING	520-1 434 (500-1)	540-1 454 (500-1)	540-1½ 454 (500-1½)	640-2 554 (600-2)

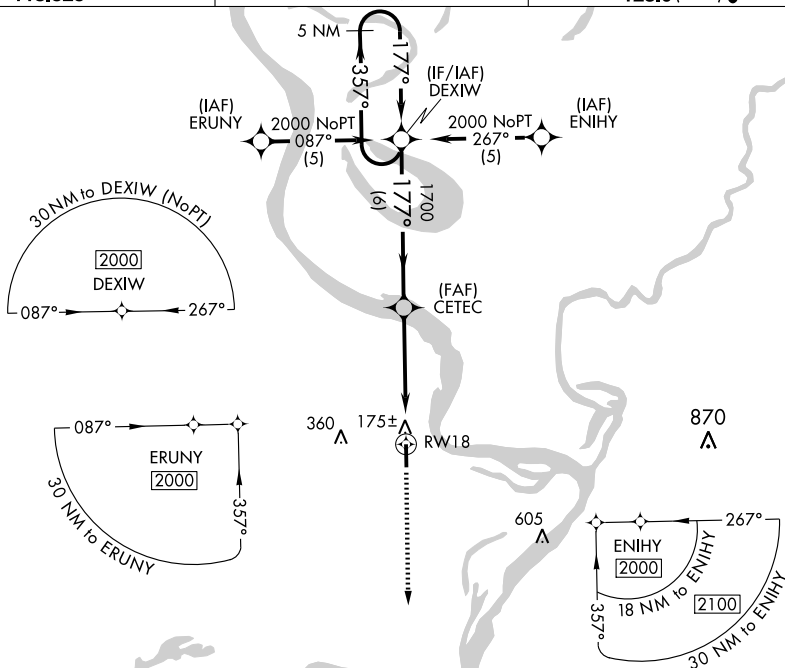
APP CRS  
**177°**Rwy Idg **5000**  
TDZE **85**  
Apt Elev **86****RNAV (GPS) RWY 18**

TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

**T** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hardy-Anders Field Natchez-Adams County altimeter setting and increase all MDAs 140 feet.

**A** VDP NA with Hardy-Anders Field Natchez-Adams County altimeter setting.

**MISSED APPROACH:** Climb to 2000 direct YAYDI and hold.

ASOS-3  
**118.525**MEMPHIS CENTER  
**132.5 259.1**UNICOM  
**123.0 (CTAF) 0**ELEV **86****D**

177° to RW18

81  
TDZE  
85

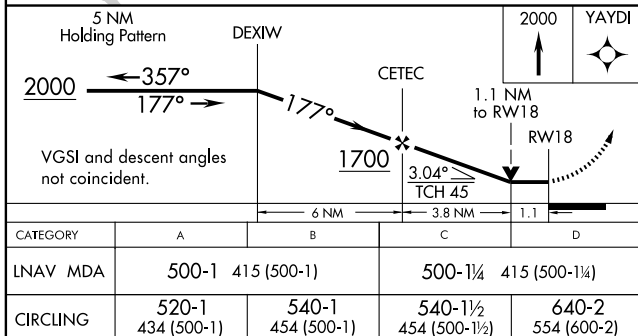
④

☆

5002 X 100

③

36

MIRL Rwy 18-36 **0**

TALLULAH, LOUISIANA

Amdt 2 08325

TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

32°21'N-91°02'W

**RNAV (GPS) RWY 18**



WAAS  
Chan **99700**  
**W36A**

APP CR  
357°

Rwy Idg	5000
TDZE	86
Apt Elev	86

## RNAV (GPS) RWY 36

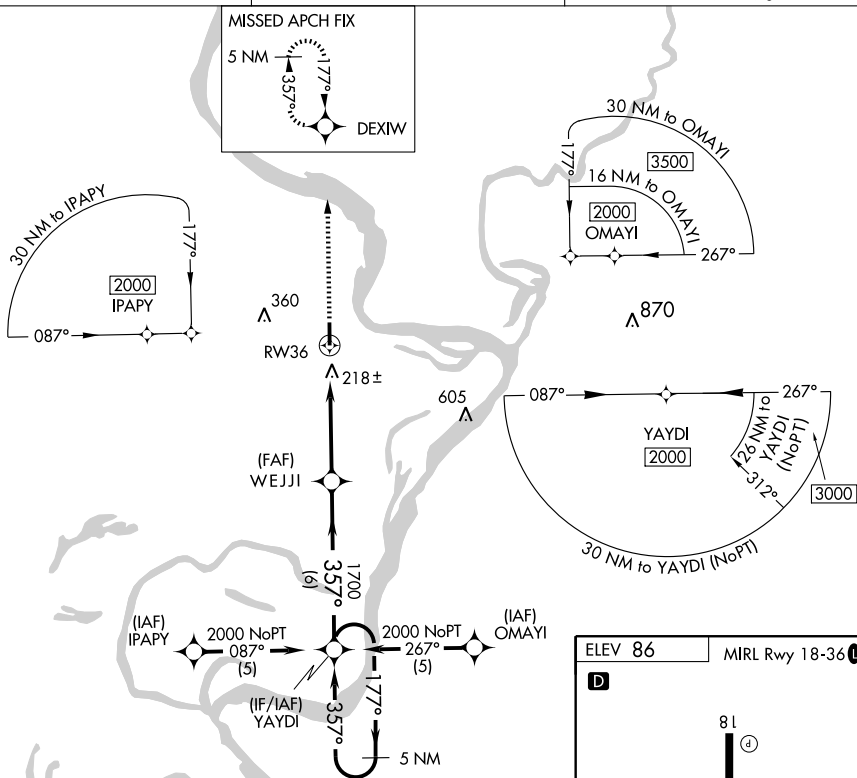
TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

**T** DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Hardy-Anders Field Natchez-Adams County altimeter setting and increase all DAs/MDAs 140 feet. BARO-VNAV and VDP NA with Hardy-Anders Field Natchez-Adams County altimeter setting.

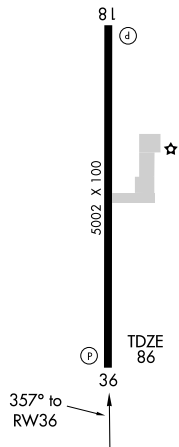
**MISSED APPROACH:** Climb to 2000  
direct DEXIW and hold.


ASOS-3  
118.525

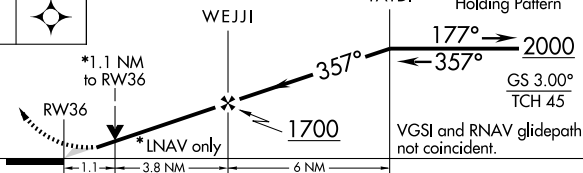
MEMPHIS CENTER  
132.5 259.1

UNICOM  
123.0 (CTAF) **L**

ELEV 86

MIRL Rwy 18-36 **L**

2000 ↑	DEXIW 
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CATEGORY	A	B	C	D
LPV DA	371-1 285 (300-1)			
LNAV/ VNAV	498-1½ 412 (500-1½)			
LNAV MDA	500-1	414 (500-1)	500-1¼	414 (500-1¼)
CIRCLING	520-1½ 434 (500-1½)	540-1½ 454 (500-1½)	640-2 554 (600-2)	

TALLULAH, LOUISIANA  
Amdt 3 08325

TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

32°21'N-91°02'W

## RNAV (GPS) RWY 36

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4. 21 OCT 2010 to 18 NOV 2010

**TALLULAH/VICKSBURG, MS****VICKSBURG TALLULAH RGNL** (TVR) 9 E UTC-6(-5DT) N32°21.10' W91°01.66'

86 B S4 FUEL 100LL, JET A OX 1 TPA-1086(1000) NOTAM FILE TVR

RWY 18-36: H5002X100 (ASPH) S-60, D-75 MIRL

RWY 18: PAPI(P2L)—GA 3.33° TCH 29'. Trees.

RWY 36: PAPI(P2L)—GA 3.33° TCH 29'. P-line.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 18: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 36: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

**AIRPORT REMARKS:** Attended 1300-0100Z†. For arpt attendant after hrs call Sun-Tue 318-267-1323, Wed-Sat 601-529-7148, alternate number 318-366-1615 or 318-574-1080. For fuel after hrs call 318-366-1615. PAEW on arpt. Migratory birds invof arpt. Crop dusting activity 2 NM radius of arpt. Pilots in tfc pattern are requested to avoid over flight of Mound, LA ½ mile south and east of Rwy 36. MIRL Rwy 18-36 preset low ints, to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.525 (318) 574-4866.**COMMUNICATIONS:** CTAF/UNICOM 123.0

MEMPHIS CENTER APP/DEP CON 132.5

GCO 135.075 (DE RIDDER FSS)

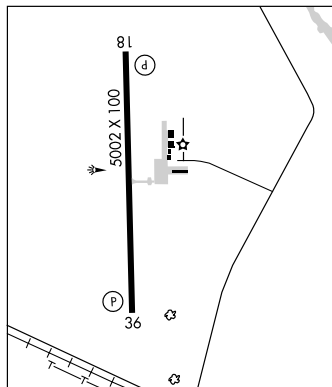
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45'

W90°10.06' 253° 44.7 NM to fld. 360/5E.

SAVRY NDB (MHW/LOM) 344 TV N32°14.72' W91°01.55' 357° 6.4 NM to fld. NOTAM FILE DRI.

ILS 109.7 I-TV Rwy 36. LOM SAVRY NDB. LOC only.

**TENSAS PARISH** (See ST JOSEPH)**THACKERS** (See OIL CITY)**THE RED RIVER** (See COUSHATTA)**THIBODAUX MUNI** (L83) 3 S UTC-6(-5DT) N29°44.87' W90°49.97'

9 B S2 FUEL 100LL NOTAM FILE DRI

RWY 08-26: H2999X75 (ASPH) S-6 MIRL

RWY 08: Trees. RWY 26: Thld dspcd 90'. Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Rwy 26 thld dspcd for day ops only. Dspcd thld markings yellow. Rwy 08-26 ponding along rwy edges during wet conditions. MIRL Rwy 08-26 preset low ints, to increase ints ACTIVATE—CTAF.

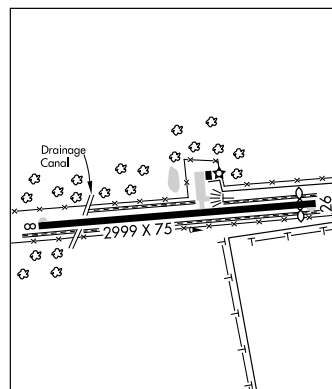
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® NEW ORLEANS APP/DEP CON 118.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DRI.

TIBBY (L) VORTAC 112.0 TBD Chan 57 N29°39.86'

W90°49.75' 356° 5.0 NM to fld. 10/2E.

**TIBBY** N29°39.86' W90°49.75' NOTAM FILE DRI.

(L) VORTAC 112.0 TBD Chan 57 356° 5.0 NM to Thibodaux Muni. 10/2E.

**TIBBY** N29°39.86' W90°49.75'

RCO 122.1R 112.0T (DE RIDDER RADIO)

**UNION PARISH** (See FARMERVILLE)**VERMILLION** N28°34.56' W92°27.67'

RCO 122.6 (DE RIDDER RADIO) OTS indef.

MEMPHIS

H-6I, L-18F

IAP

NEW ORLEANS

L-21B, 22F, GOMC

IAP

NEW ORLEANS

H-7D, L-21B, 22F

NEW ORLEANS

L-21F

NEW ORLEANS

L-21F

VORTAC TBD <b>112.0</b> Chan <b>57</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>9</b>
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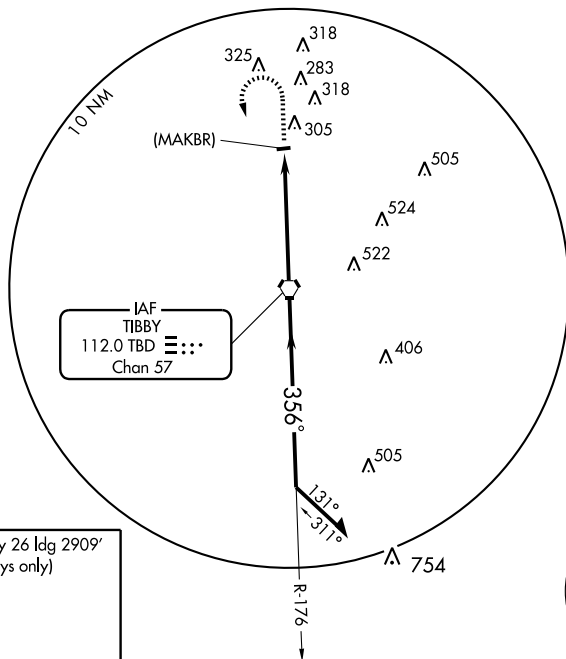
**VOR or GPS-A**  
THIBODAUX MUNI (L83)

Obtain local altimeter on CTAF; if not received, use New Orleans Intl (Moisant Field) altimeter setting.  
NA

MISSED APPROACH: Climb to 1800 then left turn direct TBD VORTAC.

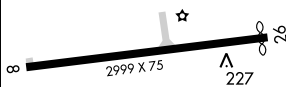
NEW ORLEANS APP CON  
**118.9 256.9**

UNICOM  
**122.8 (CTAF) 0**



ELEV **9**

Rwy 26 Idg 2909'  
(days only)



356° 5 NM  
from FAF

MIRL Rwy 8-26 **0**

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

THIBODAUX, LOUISIANA  
Amdt 1A 02332



(MAKBR)

VORTAC

Remain  
within 10 NM

(MAKBR)

176°

356°

1800

1500

CATEGORY	A	B	C	D
CIRCLING	620-1	611 (700-1)	NA	NA
NEW ORLEANS INTL (MOISANT FIELD) ALTIMETER SETTING MINIMUMS				
CIRCLING	760-1 751 (800-1)	760-1 1/4 751 (800-1 1/4)	NA	NA

29°45'N-90°50'W

THIBODAUX MUNI (L83)  
**VOR or GPS-A**

**VERMILLION 26** VNP N29°28.00' W92°22.12'  
AWOS-3 120.225

L-21B, 22E, GOMW

**VICKSBURG TALLULAH RGNL** (See TALLULAH/VICKSBURG)

## VIDALIA

**CONCORDIA PARISH** (ØR4) 4 W UTC-6(-5DT) N31°33.72' W91°30.39'

HOUSTON  
L-22F

54 B FUEL 100LL, MOGAS NOTAM FILE DRI  
RWY 14-32: H3700X75 (ASPH) S-12 MIRL  
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.  
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 50'

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†. 100LL avbl 24 hrs self svc with credit card. 400' twr 2 miles north of approach end of Rwy 14. MIRL Rwy 14-32, REIL Rwy 14 and Rwy 32 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 067° 54.2 NM to fld.  
80/3E. HIWAS.

**VIVIAN** (3F4) 2 SW UTC-6(-5DT) N32°51.68' W94°00.61'

MEMPHIS  
L-13D, 17E  
IAP

260 B S4 NOTAM FILE DRI  
RWY 09-27: H2998X75 (ASPH) S-12 MIRL 0.4% up E  
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 52'. Tree.  
RWY 27: Trees.

**AIRPORT REMARKS:** Attended Mon-Sat dawn-dusk. MIRL Rwy 09-27 and REIL Rwy 09 preset low ints dusk-dawn, to incr ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

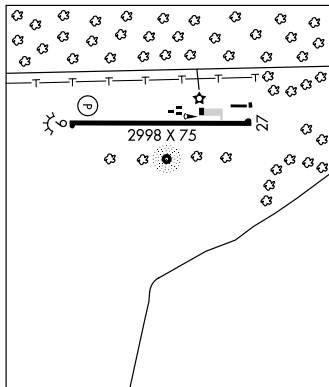
Ⓡ SHREVEPORT APP/DEP CON 119.9 (1200-0600Z†) 121.4  
(0600-1200Z†)

GCO 135.075 (BARKSDALE APCH CTL and FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28'  
W93°48.60' 291° 11.5 NM to fld. 190/7E.

NDB (MHW) 284 VIV N32°51.58' W94°00.61' at fld.  
NOTAM FILE DRI. Unmonitored.



**WELSH** (6R1) 0 NW UTC-6(-5DT) N30°14.51' W92°49.76'

HOUSTON  
L-21B, 22E, GOMW  
IAP

18 B S4 FUEL 100LL NOTAM FILE DRI  
RWY 07-25: H2700X50 (ASPH) S-6 MIRL  
RWY 07: Trees. RWY 25: SAVASI(S2L)—GA 4.0° TCH 23'. Trees.  
RWY 09-27: 2200X150 (TURF)  
RWY 09: Trees. RWY 27: Trees.

**AIRPORT REMARKS:** Attended irregularly. Jet A fuel available on emergency request only, call 318-734-2382.  
Rwy 07-25 has some small cracks.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ LAKE CHARLES APP/DEP CON 119.8 (1200-0400Z†)

Ⓡ HOUSTON CENTER APP/DEP CON 124.7 (0400-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LCH.

LAKE CHARLES (H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 060° 15.6 NM to fld. 20/7E.

**WHITE LAKE** N29°39.79' W92°22.42' NOTAM FILE DRI.

HOUSTON

(L) VORW/DME 110.4 LLA Chan 41 035° 24.0 NM to Abbeville

H-7D, L-21B, 22E, GOMC, GOMW

Chris Crusta Mem. 40/4E.

**NDB RWY 9**

VIVIAN (3F4)

NDB VIV <b>284</b>	APP CRS <b>090°</b>	Rwy Idg TDZE Apt Elev	<b>2998</b> <b>260</b> <b>260</b>
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**▼** Circling NA north of Rwy 9-27. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

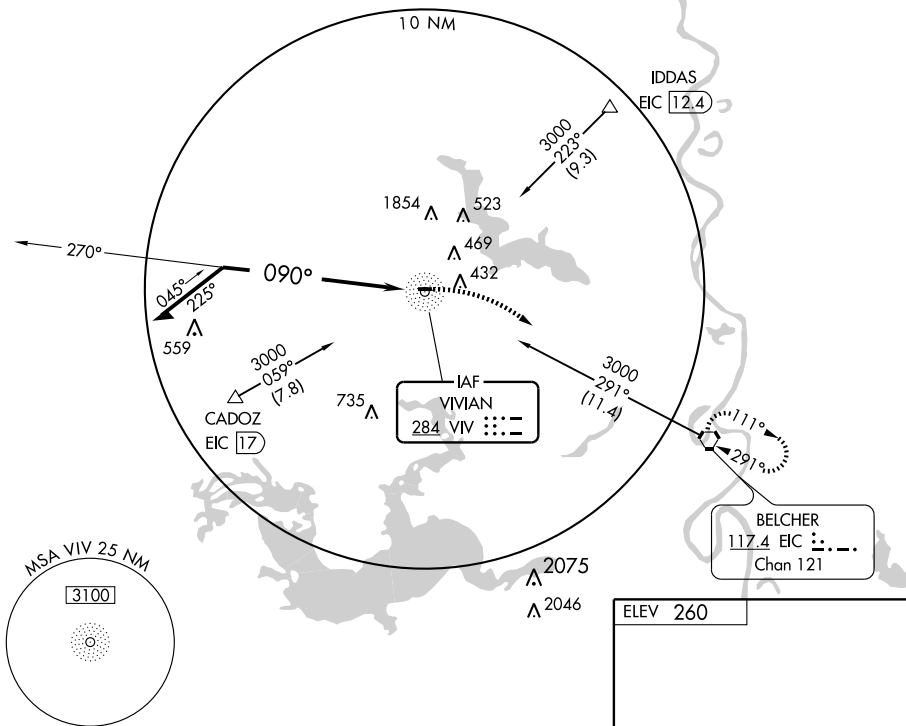
**▲** NA

**MISSED APPROACH:** Climbing right turn to 3000 direct EIC VORTAC and hold.

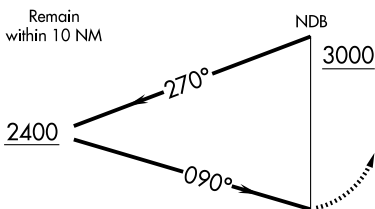
SHREVEPORT APP CON  
**119.9 335.55**

UNICOM  
**122.8 (CTAF) 0**

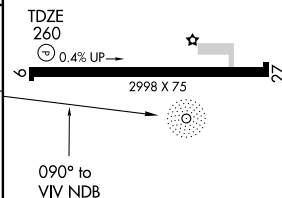
GCO  
**135.075**



Remain  
within 10 NM



3000 EIC  
117.4



CATEGORY	A	B	C	D
S-9	980-1 720 (800-1)		980-2 720 (800-2)	NA
CIRCLING	980-1 720 (800-1)		980-2 720 (800-2)	NA

MIRL Rwy 9-27 **0**  
REIL Rwy 9 **0**

APP CRS **088°**  
 Rwy Idg **2998**  
 TDZE **260**  
 Apt Elev **260**

**RNAV (GPS) RWY 9**  
 VIVIAN (3F4)

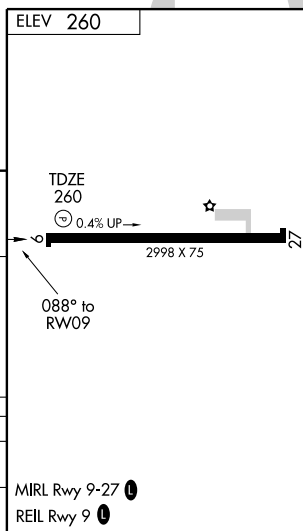
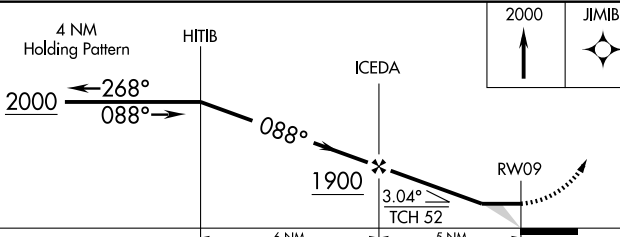
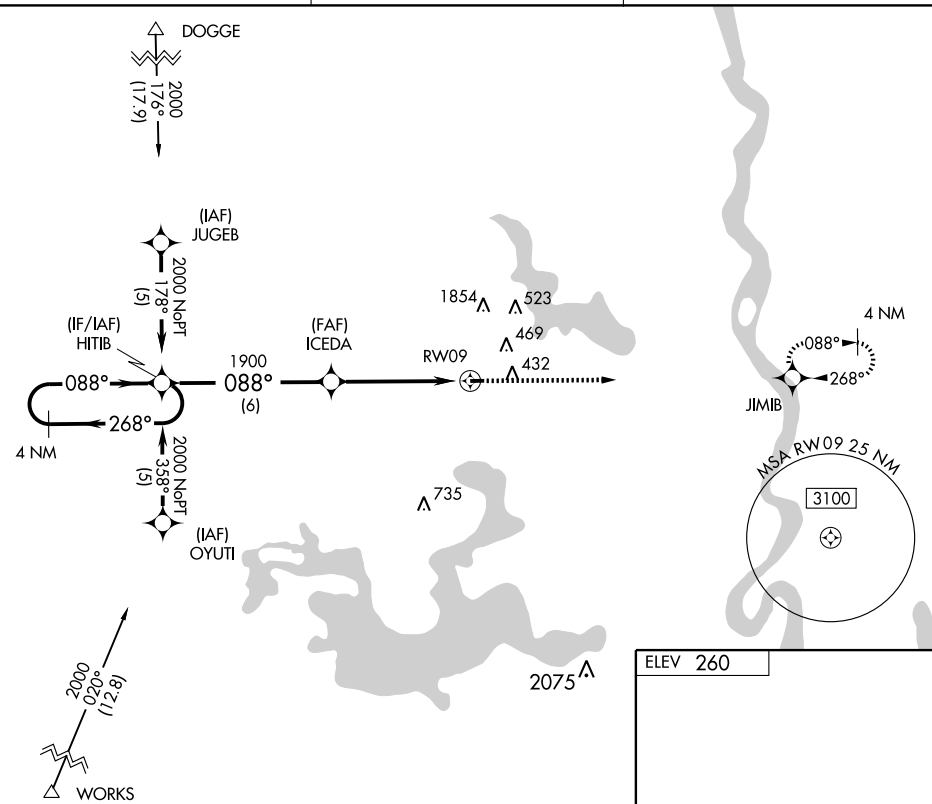
**NA** Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA.  
 Use Shreveport Rgnl altimeter setting; when not received,  
 use Shreveport Downtown altimeter setting.

MISSED APPROACH: Climb to 2000 direct JIMIB and hold.

SHREVEPORT APP CON  
**119.9 335.55**

UNICOM  
**122.8 (CTAF) 0**

GCO  
**135.075**



CATEGORY	A	B	C	D
RNAV MDA	860-1	600 (600-1)	860-1½ 600 (600-1½)	NA
CIRCLING	860-1	600 (600-1)	880-1¾ 620 (700-1¾)	NA

APP CRS **268°**  
Rwy Idg **2998**  
TDZE **260**  
Apt Elev **260**

**RNAV (GPS) RWY 27**  
VIVIAN (3F4)

**NA** Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA.  
Use Shreveport Rgnl altimeter setting; when not received,  
use Shreveport Downtown altimeter setting.

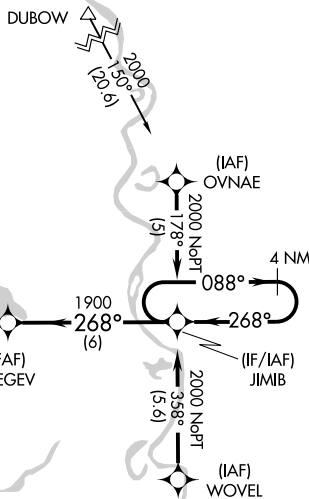
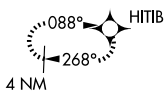
MISSED APPROACH: Climb to  
2000 direct HITIB and hold.

SHREVEPORT APP CON  
**119.9 335.55**

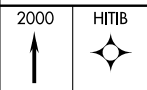
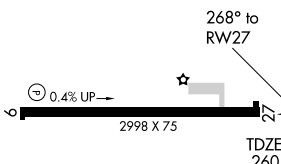
UNICOM  
**122.8 (CTAF) 0**

GCO  
**135.075**

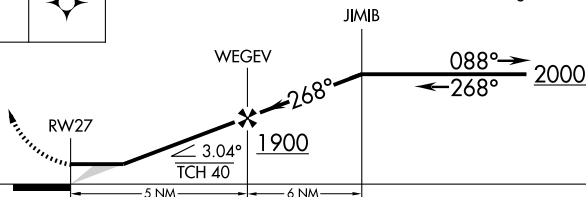
MISSED APCH FIX



ELEV 260



4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LNVA MDA	860-1	600 (600-1)	860-1½ 600 (600-1½)	NA
CIRCLING	860-1	600 (600-1)	880-1¾ 620 (700-1¾)	NA

MIRL Rwy 9-27 **0**

REIL Rwy 9 **0**

VIVIAN, LOUISIANA

Orig-A 09127

32°52'N-94°01'W

VIVIAN (3F4)

**RNAV (GPS) RWY 27**

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC EIC <b>117.4</b> Chan <b>121</b>	APP CRS <b>291°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>260</b>
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# VOR/DME-A

VIVIAN (3F4)

**▼** Circling NA north of Rwy 9-27. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

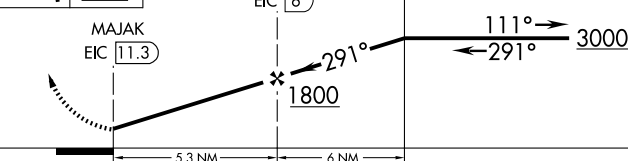
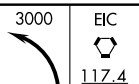
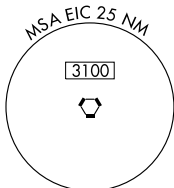
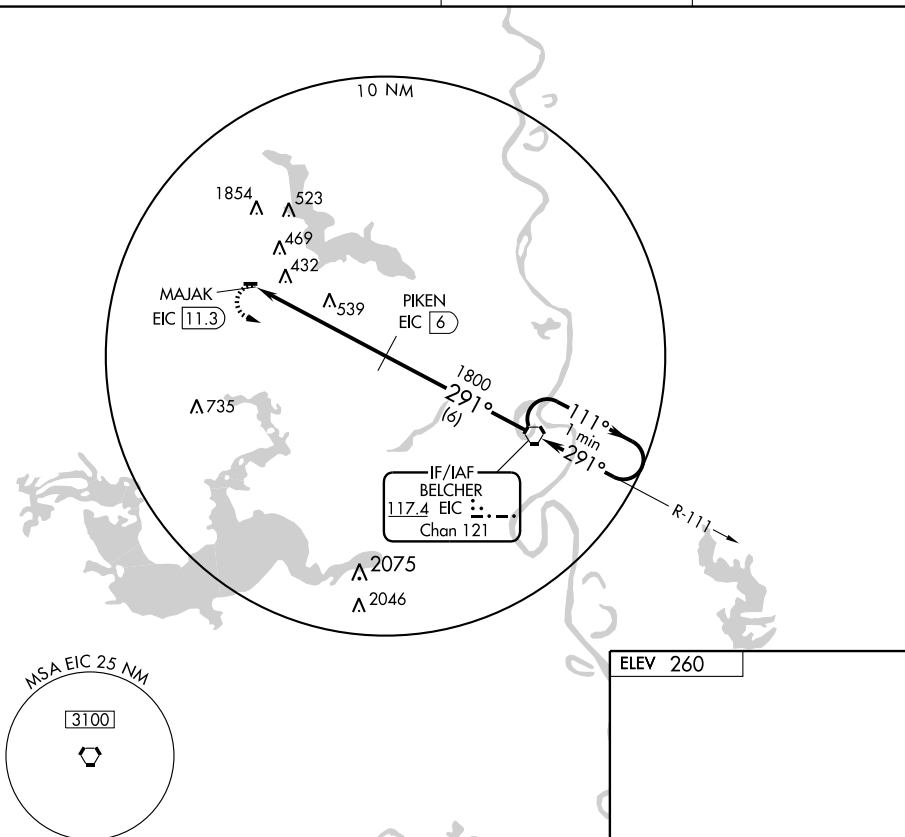
**▲ NA**

**MISSED APPROACH:** Climbing left turn to 3000 direct EIC VORTAC and hold.

SHREVEPORT APP CON  
**119.9 335.55**

UNICOM  
**122.8 (CTAF) 0**

GCO  
**135.075**



ELEV 260



291° 5.3 NM  
from FAF

CATEGORY	A	B	C	D
CIRCLING	860-1	600 (600-1)	880-1 $\frac{3}{4}$ 620 (700-1 $\frac{3}{4}$ )	NA

MIRL Rwy 9-27 **0**  
REIL Rwy 9 **0**



## WINNFIELD

DAVID G. JOYCE (ØR5) 3 NW UTC-6(-5DT) N31°57.82' W92°39.67'

146 B NOTAM FILE DRI

RWY 09-27: H3002X100 (ASPH) S-4 MIRL 0.9% up W

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 45'. Trees.

RWY 27: REIL. PAPI(P2L)—GA 3.45° TCH 62'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2200Z. Rwy 09 and Rwy 27 REIL OTS indef. MIRL Rwy 09-27 and REIL Rwy 09 and Rwy 27 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

® POLK APP/DEP CON 125.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

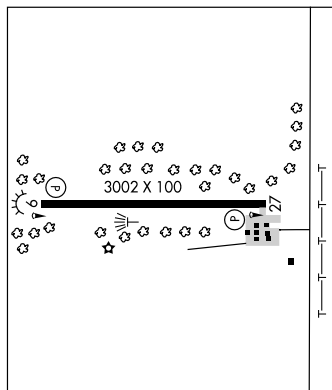
SAWMILL (H) VOR/DME 113.75 SWB Chan 84(Y) N31°58.39' W92°40.63' at fld. 164/2E.

WINNFIELD NDB (MHW) 402 IFJ N31°57.78' W92°39.43' at fld. NOTAM FILE DRI.

HOUSTON

L-22E

IAP



WINN PARISH MEDICAL CENTER HELIPORT (ØL6) 0 W UTC-6(-5DT) N31°55.39' W92°38.74' HOUSTON

140 B NOTAM FILE DRI

HELIPAD H1: H50X50 (CONC) Tree.

**HELIPORT REMARKS:** Attended continuously. Helipad H1 perimeter lgts.**COMMUNICATIONS:** CTAF 122.9

WINN PARISH MEDICAL CENTER HELIPORT (See WINNFIELD)

WINNSBORO MUNI (F89) 1 E UTC-6(-5DT) N32°09.18' W91°41.91'

76 B S2 FUEL 100LL NOTAM FILE DRI

RWY 18-36: H3000X75 (ASPH) S-11 MIRL

RWY 18: SAVASI(S2L)—GA 4.0° TCH 20'. Trees.

RWY 36: REIL. SAVASI(S2L)—GA 4.0° TCH 20'.

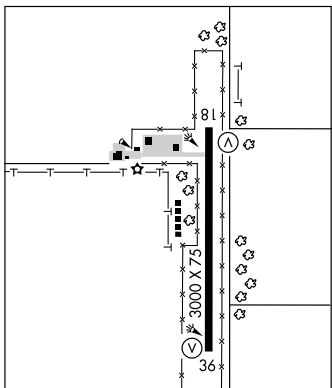
**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. Arpt attended Sat-Sun on call. Fuel avbl 24 hrs self serve with credit card. Heavy agricultural aircraft opr June-Oct. Rwy 18-36 trees W of rwy obstruct view of opr acft. Rwy 36 REIL OTS indef. Rotating bcn OTS indef. Rwy 36 SAVASI OTS indef. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01' W92°02.16' 139° 27.7 NM to fld. 80/3E. HIWAS.

MEMPHIS

L-18F



WOODWORTH (1R4) 2 S UTC-6(-5DT) N31°07.58' W92°30.08'

140 B S4 NOTAM FILE DRI

RWY 01-19: H3100X75 (ASPH) S-12 MIRL

RWY 01: SAVASI(S2R)—GA 4.0° TCH 20'. Trees.

RWY 19: SAVASI(S2R)—GA 4.0° TCH 20'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z. Rwy 01-19 some cracks in pavement mostly filled with sealant.

SAVASI Rwy 01 and Rwy 19 OTS indef. Windsock lgts OTS indef. ACTIVATE MIRL Rwy 01-19—122.8.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 177° 7.8 NM to fld. 80/3E. HIWAS.

HOUSTON

L-21B, 22E

APP CRS **087°**  
 Rwy Idg **3002**  
 TDZE **146**  
 Apt Elev **146**

**RNAV (GPS) RWY 9**  
 WINNFELD/ DAVID G. JOYCE (ØR5)

**NA** DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting.

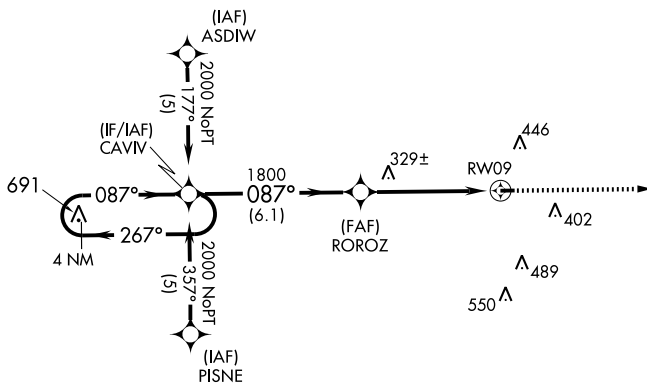
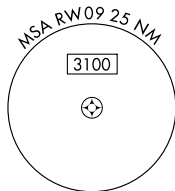
MISSED APPROACH: Climb to 2000 direct XVOVOY and hold.

POLK APP CON  
**125.4 302.2**

UNICOM  
**122.7 (CTAF)**



Procedure NA for arrival at JENNA via V94 Westbound.



ELEV **146**

4 NM  
 Holding Pattern

2000  
 267°  
 087°

CAVIV

ROROZ

1800  
 3.04°  
 TCH 45

2000

XVOVOY

RW09

TDZE

146

3002 X 100

0.9% UP

087° to RW09

CATEGORY	A	B	C	D
RNAV MDA	680-1	534 (600-1)	NA	NA
CIRCLING	700-1	554 (600-1)	NA	NA

MIRL Rwy 9-27  
 REIL Rws 9 and 27

APP CRS **267°**  
 Rwy Idg **3002**  
 TDZE **146**  
 Apt Elev **146**

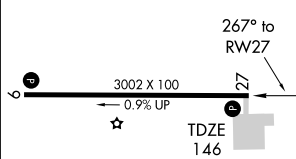
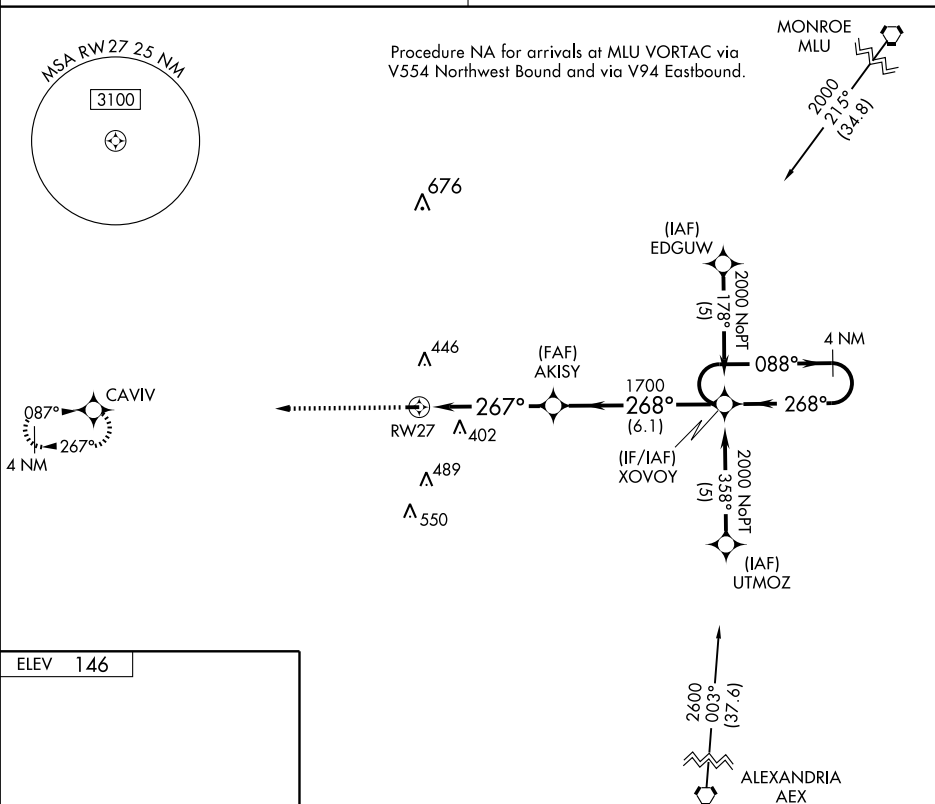
**RNAV (GPS) RWY 27**  
 WINNFELD/ DAVID G. JOYCE (ØR5)

**NA** DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CAVIV and hold.

POLK APP CON  
**125.4 302.2**

UNICOM  
**122.7 (CTAF)**



MIRL Rwy 9-27  
 REIL Rwy 9 and 27

WINNFELD, LOUISIANA  
 Orig 17DEC09

31° 58' N-92° 40' W

WINNFELD/ DAVID G. JOYCE (ØR5)  
**RNAV (GPS) RWY 27**

SC-4, 21 OCT 2010 to 18 NOV 2010

CATEGORY	A		B		C		D	
	4.8 NM		6.1 NM					
LNVA MDA	740-1		594 (600-1)		NA		NA	
CIRCLING	740-1		594 (600-1)				NA	